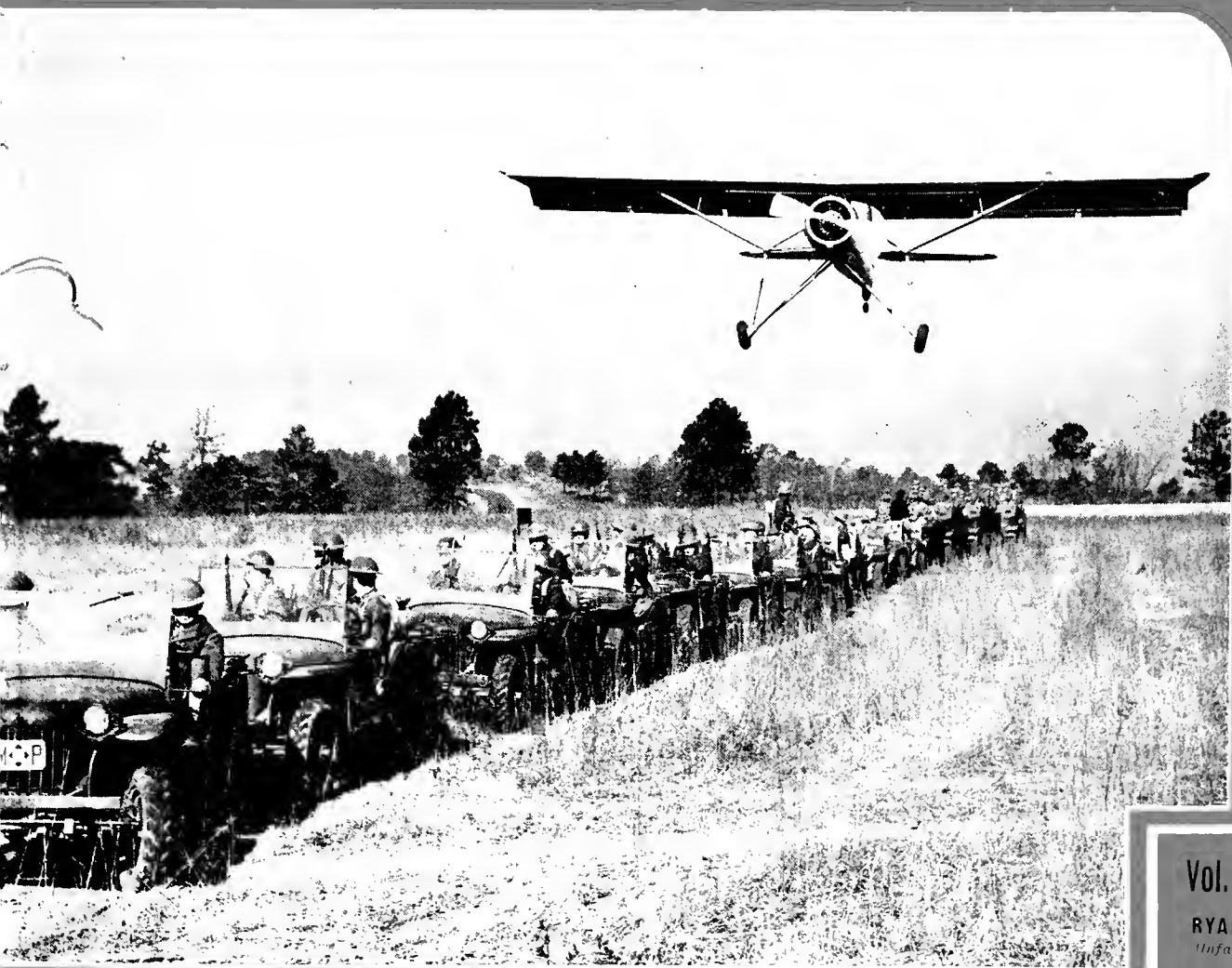


Ryan **Flying Reporter**



Vol. 3 No. 1

RYAN DRAGONFLY
(Infantry School Photo)

JANUARY

9TH

1942

PUBLISHED BY AND FOR EMPLOYEES



RYAN AERONAUTICAL COMPANY

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RYAN FLYING REPORTER

Vol. 3 No. 1

January 9, 1942

Manpower IS THE KEY TO VICTORY

Manpower is a warring nation's most important asset. The judicious allocation of manpower - to the armed forces, industry, agriculture, and to administration - may well determine the outcome and duration of this war.

As workers on the production line, rather than on the fighting line, we are interested to know what precautions are to be taken to guarantee the continued expansion of arms production despite the drafting of millions of America's men for military service.

To answer these and other important questions raised by passage of the new Selective Service Act, Ryan Flying Reporter reproduces on pages 16 and 17 quotations from a University of Chicago Round Table discussion participated in by Brig. Gen. Lewis B. Hershey, Selective Service Director, and other experts.

And these things are what Uncle Sam wants you to remember:

THE BEST THING THE CITIZEN CAN DO IS TO REDOUBLE HIS EFFORTS AT HIS OWN PARTICULAR JOB.

TRAIN YOURSELF FOR SPECIALIZED SKILLS BECAUSE MODERN WARFARE PLACES A PREMIUM THAT NEVER BEFORE EXISTED UPON SPECIAL SKILL, SPECIAL ABILITY, SPECIAL RESEARCH, SPECIAL MECHANICS.

STAY ON YOUR JOB UNTIL YOUR GOVERNMENT CALLS YOU.

RYAN WORKERS ARE TRULY SOLDIERS ON THE PRODUCTION LINE AND MUST ACCEPT THAT RESPONSIBILITY GRAVELY. IF YOUR GOVERNMENT DEFERS YOU FROM MILITARY SERVICE BECAUSE OF SPECIALIZED SKILLS IN AIRCRAFT WORK YOU ARE HONOR BOUND TO JUSTIFY THAT DEFERMENT BY 100% PRODUCTIVE EFFORT!

Read "MANPOWER - The Key to Victory". It will perhaps make you realize, as nothing else can do, the high regard in which your government holds you as a Soldier in the Arsenal of Democracy.





RYAN FLYING REPORTER

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Through their Welfare Department
under direction of
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* * * *

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The Ryanettes	Tom & Gerry

COVER - Events of the past few weeks right here on Lindbergh Field have made us familiar with Army midget cars such as those pictured on the front cover, but many new Ryan employees do not know the Ryan YO-51 "Dragonfly" observation plane which is also shown in that picture.

Developed under contract for the Army Air Corps, a number of these slow-flying, quick take-off, short landing observation planes were built in this plant before the production lines swung over to all-out manufacture of training planes.

In the cover picture, the "Dragonfly" is seen contacting reconnaissance scouts which have been transported well forward in the Army's new four-wheel drive midget cars.

DEADLINE for copy for the next issue of Flying Reporter will be 5:00 p.m., Wednesday, January 21st.

THIS IS NO TIME FOR DAUWLING

FELLOW WORKERS and INDUSTRY:

We are now engaged in a world conflict in which not only millions of our friends' and relatives' lives are at stake, but our American way of living is seriously threatened.

Industry and labor have a joint responsibility in this crisis and if we are all doing our part, we will not tolerate loafing or deliberate slacking among either the plant personnel or our fellow workers.

The great majority of us are not going to realize the greatness of our responsibility unless we spend a few minutes in serious thought.

The outcome of this war depends greatly upon whether we get the production the armed forces have a right to expect or whether we let them down all along the line by killing time unnecessarily.

The longer this war lasts, the more lives are going to be lost. And these lives are going to be those of our friends, relatives and perhaps our own.

Let's not kid ourselves that we're not helping take the lives of some of our own civilian population or armed forces when we neglect to do the best we can. Did you ever let someone down badly and never get a chance to explain?

Let's not have the thought ten years from now that we could have done so much better.

Many of the boys who are out in front fighting our battle will be gone then and you can't explain to them, but you might have a long time to live with the thought that, "I let them down."

We'll probably have to work longer hours and pay more taxes. Let's do it cheerfully as it will be a small part as compared to the sacrifice some are making.

An Aircraft Worker

The tree of liberty must be refreshed from time to time with the blood of patriots and tyrants.
...Thomas Jefferson

MOLLOY NAMED VICE PRESIDENT IN CHARGE OF MANUFACTURING

Eddie Molloy, Works Manager of the Ryan Aeronautical Company, according to President, T. Claude Ryan, has been elected by the Board of Directors as Vice President in charge of Manufacturing.

Molloy, who joined the Ryan organization in 1940, is one of the aviation industry's best known production and engineering executives. Under Molloy's guidance an expansion program has been efficiently carried out which has placed this pioneer manufacturing organization on a mass production basis as a builder of primary trainers for the Army, Navy and friendly foreign governments.

For fourteen years Molloy was with the Curtiss-Wright Corporation in various engineering and production capacities, resigning as As-

sistant Chief Engineer in 1939. His aircraft experience dates back to 1915 when he was assistant to Grover C. Loening in the Sturtevant Aeroplane Company. When Loening organized his own company in 1917, Molloy went with him as Chief Engineer. From 1919 to 1925, he was associated with Dr. Alexander Klemin in the development of military aircraft designs and in the production of service planes.

Other pioneer experience included periods of service with Huff-Daland & Co., and Keystone Aircraft Corp., which was absorbed by Curtiss-Wright in 1932. With the Curtiss Aeroplane Division, Molloy was project engineer on Navy aircraft and then, in 1937, was appointed Assistant Chief Engineer.

SPECIAL PROJECT CALLS RYAN WORKERS

Some thirty-five Ryan workers left San Diego the middle of December on an important project in connection with wartime work. Late in January these men are expected to return to the plant from the out-of-town assignment.

Meanwhile we are glad to know of this special contribution to the war effort being made by Ryan employees, but regret that information on the work these men are doing cannot be amplified upon in Flying Reporter.

MANY RYAN WORKERS VOLUNTEER AS EMERGENCY BLOOD DONORS

Workers at the Ryan Aeronautical Company factory have found a way to doubly serve their country in this time of national emergency.

Serving not on the firing line, but on the production line, Ryan workers will perhaps nevertheless shed their blood for their fellow men, for a large group of them this week registered as emergency blood donors.

Under a program sponsored by the Red Cross, local aircraft workers and other interested citizens are being enrolled as blood donors to be available in case of an emergency in San

Diego, or should needs of the Naval Hospital require an unusual number of blood transfusions. Later, a blood bank with facilities for the storage of blood, will probably be established in San Diego.

Meantime, Ryan workers under the direction of Al Gee, chief of plant protection, and Officer Charles McCafferty, are ready to do double duty in the country's essential aircraft production program and in its home defense needs.

If interested, see McCafferty in the First Aid room during lunch hour.

TO ALL FACTORY EMPLOYEES; - It is suggested by the management that all men arrange to contact one another living within a close area of each other to come to work in one automobile instead of all driving their own cars.

This will accomplish two things. First, a fewer number of cars will be parked at the factory and secondly, it will save on automobile tires as well as gasoline. We believe that if you men can get together and make arrangements for alternating the use of your

cars, the two subjects above mentioned will be of benefit to all concerned. We will be pleased to accept any suggestions that you might offer. Also we would like to hear from anyone who can assist in promoting the transportation problem to and from the factory.

The above is deemed extremely necessary and should be put into operation as quickly as possible. Your cooperation will be greatly appreciated. --M. Marco, Personnel

Meet DAN BURNETT

...by BOB CLOSE

The life of Daniel B. Burnett, Jr. reads like one who has had a diet of aviation for breakfast-lunch-dinner and I'll even bet he dreams about it nights.

It appears to me that Dan ("Dapper Dan" to his friends) was ushered into this world with one thought impressed on his mind, and that thought was--aviation.

In and around Orange, New Jersey, where he first saw the light of day, he spent his early life of aviation. At the age of 3 by some quirk of fate he attended a motion picture (at the Plattsburgh Barracks) based on an airplane story which left an impression on his mind of the importance of airplanes. In fact this started his aviation career. While most of us were changing from "3-corners" to ----? he began building models.

As a young lad he saw Earle Ovington, the first air-mail pilot, and Grahame White, the English pilot and manufacturer, flying in a race around the capitol at Boston. While living in Philadelphia, he always rode his bike on Saturdays to the airport, which was the intermediate stop on the country's original air-mail line - New York to Washington. And he also saw the famous transatlantic NC-4 plane.

After moving around a bit in the east, he made for the west (where are the native Californians?) and finally arrived in San Francisco. While attending Univ-

ersity High School in Oakland he organized and was elected president of an aviation club which built model airplanes.

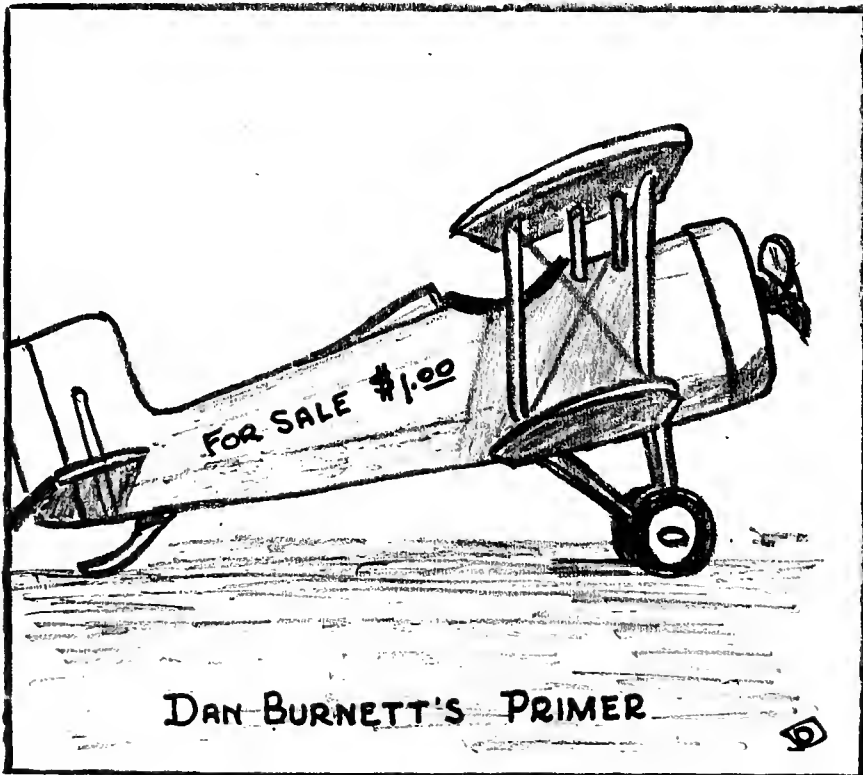
In 1921 at the home of Cliff Duran he met one of his heroes--Eddie Rickenbacker of World War I fame.

In 1922, Dan moved to San Diego the same month Claude Ryan started operations here. Well, Dan couldn't resist touching all the airplanes he could find and soon he was cleaning and gasing up under Ryan's watchful eyes after school hours. I'll bet if he could have, he would have taken a real airplane to school with him. But, that would never do, so he had to figure out a way to be near 'em during school hours.

The thought entered his mind to buy one for the school so everybody could share his enthusiasm for airplanes. Financial trouble was soon overcome with the assistance of Phil D. Swing, local congressman; Admiral Moffett, chief of Naval Aviation; and General Mason Patrick, Chief of Army Air Corps, who all agreed on his idea and issued orders to have this young man pay the sum of \$1.00 for a Sopwith 1916 airplane--not to be flown of course but to be used at the school for instruction. What a day in his life!

In March, 1923, during the student's week in which they take over all offices in the city to see what goes on, of course they had a parade and of course Dan thought it a swell idea to exhibit the plane to the city of San Diego.

During the parade everything went fine with great cheers from the crowd. But the climax of the venture came when they found that they could not turn off Broadway on Fourth Avenue so kept right up Broadway, thus changing the course of the whole parade and perhaps



FLIGHT LINE_____

...by Eddie Oberbauer

I suppose some of you are wondering what happened to the Flight Test section.

Well, we were shoo'd off Lindbergh Field and are now operating among the rabbits and grapes.

We received orders to move out two days after Pearl Harbor, and in two days time, you would have sworn you were seeing things or that airplanes (PT-22s) grew like weeds for the back country was full of them.

In order to fly them out it was necessary to file a flight plan with the Fourth Interceptor Command through the local control tower which requires from 10 to 20 minutes.

Then we take off in a fairly close formation (which does not look too bad--at least we feel so) of the yellow "fighters" which makes one feel that he is going out looking for the enemy. We probably would if we had guns and were permitted to do so--at least MIRALDI would.

Our operations out there are restricted to a ten-mile area so we are never far from the field. There is quite a crew there now--8 pilots including the two Army Acceptance officers; the six remaining are the Company pilots of which our Roly Poly JOE RUST, is Chief. The others are L. J. MIRALDI, A. W. LAWRENCE, JIM MCGREGOR, JOHN KNOX and myself.

One of the boys had the misfortune of stepping in a gopher hole on getting out of the ship and sprained his ankle. JIM MCGREGOR, you have our sympathies. Hope you will be back with us very soon.

We all wish everybody a happy and prosperous New Year and ask for your help in "Keeping 'em Flying".

their own history. It just happened that a photographer from a local photo shop took a picture of them directly in front of the U. S. Grant Hotel. They did not make football history but there is more than one way to put your school over big. An enlarged picture of this event still hangs in the school lobby.

Later Dan tried every way possible to stow away on Lt. Macready and Lt. Kelley's airplane on their non-stop flight from San Diego to New York. He missed it by a "sentry", but then, the flight did too, due to weather. After setting an endurance record over San Diego they landed and Dan inveigled Lt. Kelly to give the school a first-hand story of the flight.

The next pioneering event was the inauguration of the Los Angeles-San Diego Air Line operated by the Ryan Company--by which time Dan had quit school and gone on the regular payroll. Four Ryan Standards rebuilt to carry four passengers in the cabin, with the pilot's cockpit open, were used. The initial flight was patronized by many of the movie stars of that period. It was a big day for Dan, as he now looks back upon this small attempt to sell the public on air travel. The strides since have been tremendous.

When things slowed up in the fall Dan was temporarily laid off, but was determined to work, pay or no pay. He went back to work not expecting pay but strangely enough he was paid--so maybe it pays to have your job first in your heart! Dan thinks so. For a Christmas present in 1925 the Ryan Company presented him with a course in flying.

In 1926 San Diego organized a board of air control licensing airplanes and pilots; this in itself is a matter of historic fact before the federal government exercised control over any commercial air activities. Dan was one of the first three pilots to receive his city license.

In February, 1926, the new Ryan M-1 high-wing monoplane was ready for test flight. Dan was tremendously interested in the outcome of this flight as all its woodwork was under his supervision. Claude Ryan took the controls and put the ship through its paces, which turned out to be tops for the period. Later Ryan built ten M-1s powered with Wright J 4s. Verne Gorst bought the first 10 Ryan M-1s to start the Pacific Air-Transport from Los Angeles to Seattle, forerunner of the United Air Lines of today.

During all this Dan was still using that Christmas present of flying time and after 4 hours instruction he soloed in a good old clipped winged Jenny. In July, 1926 the company moved to the old cannery building, later enlarged to Solar Aircraft. At that time Ryan put out 31 of the open M-1 jobs and was starting on the first Ryan Brougham.

Charles A. Lindbergh came to Ryan to find a good ship for his proposed hop. Ryan, Bowlus and Hall together with Lindbergh designed, built and had it tested in 60 days. Dan had charge of a good bit of the woodwork on the plane.

Before Lindbergh started on his flight to Paris, Dan asked him to carry a souvenir one dollar bill given him and autographed by Captain Martell of the Army Air Corps
(continued on page 19)

One of the most important civilian defense jobs is the manning of air raid warning observation posts and the operation of the air raid filter system. To explain to Ryan workers the inside workings of this important defense function, Flying Reporter takes you behind the scenes with an Army officer who recently described its operation in the Air Forces News Letter.

The air defense text of the First Interceptor Command, conducted along the Atlantic Coast during October, was a revelation not only to civilians but to Army and Air Forces personnel of all ranks.

Outside the small group which has been working for years in development of the air raid warning system, belief is widespread that it has been borrowed outright from the British. Actually the two systems were developed along parallel lines and while there have been interchanges of information, the American system of aircraft warning in the continental United States has no duplicate in the world and cannot have.

The reason is that the United States has more telephones than all the rest of the world put together, which means a greater diffusion of commercial telephones, a greater coverage of territory. The American aircraft warning system is built upon a framework provided by the existence in this country of a single company, the American Telephone and Telegraph Company, which with its subsidiaries operates a unified system of communications covering most of the continent.

The system itself has amazed those who saw it for the first time. High-ranking officers from Washington and important officials of the civilian defense organization were heard to murmur that it was like something Orson Welles might have concocted. There was an important difference, a difference which the commanding general of the First Air Force put into two words. They were: "It works."

Here's how it works:

Thousands of trained observers and civilian volunteers man observation posts distributed five to ten miles apart in the defense area. At each observation post one or more observers is on duty at all times, shifts being arranged locally. However, where volunteers are scarce an undue burden is placed upon those assigned to the post. For instance there is the case of a nearby community where a family of four is reported manning a station without help, 24 hours a day, in addition to the necessary business of making a living.

Each observation post is located with convenience to a telephone as a prime requisite. When a plane of any kind passes within sight or sound of an observation post the observer notes, on a form supplied for the



HOW THE *Air Raid*

purpose, the number of planes observed; whether they are single-motored, bi-motored, multi-motored or unknown; whether "very high", "High", "low", "very low" or "unknown" (no effort to estimate in feet) whether seen or heard, direction in which sighted, estimated distance from the post and direction in which flying. The observer might be lifting the receiver of his telephone while jotting this down.

The switchboard light for an observer's telephone is of a special color, so the switchboard operator will know the caller is entitled to send a collect telephone call to the army with no delay. An "army flash" cannot be sent on other telephones. If this were not so, patriotic American citizens, if they thought they had sighted an enemy, would jam the telephone system with so many messages that none could get through. It would be comparable with the packing of French and Belgian roads with refugees who unwittingly aided their enemies by creating traffic jams that blocked the movement of their own troops. (Something for us to remember.)



The observer, however, using his regular home or office telephone, calls "Army Flash!" The operator asks no questions; she connects him with the local long distance board where he is immediately connected with a direct wire to the nearest filter board.

Ten seconds, on the average, after he says "Army Flash" a plotter at the Filter Board replies "Army. Go ahead, please."

So he reads his notations from the slip of paper. No time wasted in discussion; no explanations.

Warning System WORKS



If he says "four planes" she places a small disk the size of a shirt button, bearing the number "4", upon a black spot on the Filter Board, which is really an irregularly shaped table constituting a one-inch to one-mile map of the filter area. The black spot indicates the location of the observation post.

If he says "multi-motored" she adjusts the bottom part of a "pip" (small movable standard) in her hands so that the letter "M" is uppermost. If he reports "Very high" she adjusts the middle section to show "VH". If he reports "Seen" she adjusts the point of the pip to show green. If the planes were only heard the point shows red. When he reports direction and distance from the post, the plotter places the pip on the board at the place and pointing in the direction reported. So the first observer's report is on the board, put there more quickly than it was possible to explain it. The plotter says "Thank you" and is ready for the next.

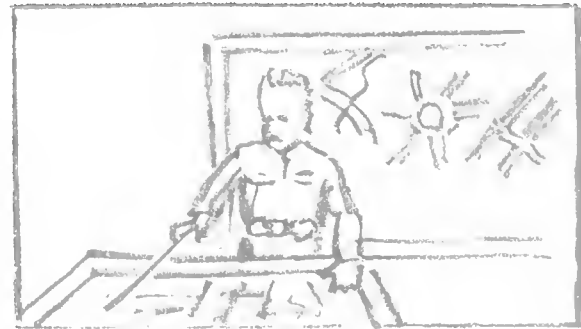
That is fast work but so far not impressive. There's so much more to be done and so little time to do it. If the plane really is an enemy, sighted perhaps 100 miles from its objective, it probably is moving at five miles a minute and that means there's only twenty minutes from the time of sighting to do the following things:

1. Get complete information to headquarters.
2. Ascertain if the plane is friendly or enemy.
3. Ascertain exactly where he is, including his altitude in feet.
4. Ascertain his speed.
5. Ascertain where he will be when our own pursuit can reach him.
6. Get orders to the airdrome in the best position to fight off the enemy.
7. Get the planes off the ground.
8. Get up to the enemy's level.
9. Go where the enemy is.
10. Knock him down.

To complicate matters, much of the information already received and much that will be received later is and will be inaccurate. For instance, if an observer reports a flight three miles away it is quite likely to be two or four instead of three. And "High" or "Very high" are far from accurate terms. But planes going up to fight an enemy must know exactly how high.

Filtering out the inaccuracies - evaluation and interpretation - is the task of the filter board plotters.

Before the first observer completes his report another observer will have seen the plane or planes. His light flashes at the filter board. The plotter answers - in a few seconds another trip is on the table. Then another and perhaps another, near each other and pointing in different directions



By this time another plotter, standing behind the one seated at the table and taking reports, knows these are all the same flight. He also knows that planes ordinarily fly in straight lines - the shortest distance between points over hostile territory. So he removes the pips and places an arrow at the point where the plane really was. The inaccuracies as to position and direction thus are self-eliminating.

Most of the observers will report the correct number of planes, so the plotter takes the majority vote on this. He makes a little stand out of numbered and lettered pieces of cardboard, which he attaches to a metal frame which he moves ahead of the line of arrows which begins to form on the board. This stand describes the flight - perhaps "4VHM", meaning four planes very high multi-motored.

By the time fifteen or sixteen reports are in, an experienced officer, (continued on page 12)

OPEN LETTER TO THE AXIS_____ ...from Dorothy Kolbrek

HITLER, MUSSOLINI AND HIROHITO: Aren't you a fine bunch of so and sos! Talk about treachery and double-dealing. You've certainly got the edge on all of it. Why don't you ever get wise to yourselves.

WE WANT PEACE, but dog-gone it, you won't let us be peaceful so we will have to make you beg for it. We don't want to do all these things but you leave us no other choice. We're gosh-awful mad and getting madder every minute. You little brown men talk about losing face. You'll just be lucky if you don't lose more than that.

And as for you, Mister Hitler, what a lot of things you're going to have to answer for in the hereafter. Boy, oh boy! Saint Peter ain'ta going to like you. You just think that you can go butchering folks and it won't bounce back at you. That's where you are all wrong. You'll probably end up by stabbing yourself in the back.

It kinda looks as though we over here are the universal broom--when things get too bad we have to clean house. Maybe you Axis guys would like to know how we're going to do it.

Now that we are getting into action and now that we know just what parasites we have to deal with, don't any of you think for one minute that we can't give as well as we can take it.

We've got a few tricks of our own and if we haven't we will make up some. It might take a long time to gain back the ground that we've lost, but we will do it. The greatest sin we Americans have is our impatience, but that will be taken care of too.

We are mixed up as far as nationalities are concerned, and we are going to prove that they can be poured into one huge melting pot and come out as a united people. Maybe our present generation is a little soft, because everything has gone our way too much. Maybe we have been selfish and greedy and a few other things, including lazy.

But that was before December 7, 1941. Not now--this is 1942. This is the year of challenge. This is the year that the American people will prove that we are tough customers when we're aroused.

Someone said to me the other day, "Well, what if we don't win this war?"

Well, that has occurred to me too, but I know just as surely as the fact that I am living, that it is up to us whether we win it or not. It's not up to Mary or George or Henry, but it's up to each of us individually.

If we have the right kind of guts; if we have faith in ourselves and in our God; if we can forget our personal differences; if we can work together as a great Union instead of as 130 million individuals; if we can buy defense bonds; if we can give up a few of the luxuries that we have come to look upon as necessities; if we can work together with a will and a definite purpose in mind--then of course we'll win the war. As our great and good President said, "We all have our personal musts."

We can be thankful that a challenge such as this is put before us. Not thankful that we must lose precious lives, but thankful that the softness will go out of our bones, and thankful that we have initiative and courage to overcome the deviltry that you Axis powers have connived.

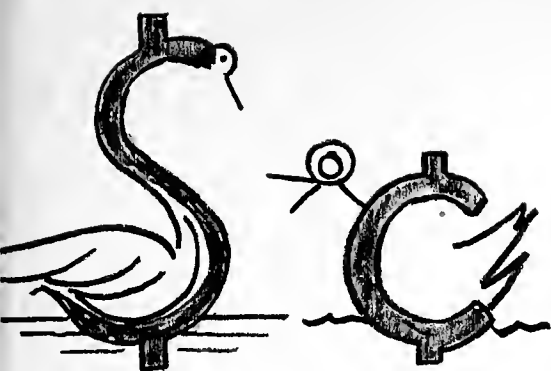
We have been laughed at by all you Axis; we've been called suckers, fools and a few other not too complimentary things.

Maybe I'll be reprimanded for saying these things, but I know that they are true. But I also know too that I can have faith in my fellow-men, faith in my country, faith in our ability to overcome whatever obstacle may arise. God will help us too, if we will help ourselves, but I'm sure he wouldn't have much patience with slackers.

It's certainly too bad that you Axis Powers don't believe in Divinity. But you've been so busy making machine guns and implements of war that you forgot to find out why we were created. When you do you'll find out it wasn't for the purpose of destroying civilization.

I guess you Axis guys haven't any sense of humor. Well, we Americans have, and you'd better develop some 'cause taking your own medicine isn't going to be the most pleasant thing in the world.

Someday all these things shall pass away, but until then we must assume the initiative, so that the world is not ruled by a Godless people who would carry out their practices of cruelty and barbarism. We can't let Civilization itself be destroyed, so there is only one way--WE, AMERICA AND OUR ALLIES, MUST WIN THIS WAR.



DOLLAR SENSE

Save now for YOUR INCOME TAX

... by J. C. NOAKES

The large amount of additional revenue required for the conduct of the war has necessitated substantial increases in the Federal taxes each of us will have to pay on our 1941 income. Personal exemptions have been reduced from \$800 to \$750 for single persons and from \$2,000 to \$1,500 for heads of families.

Furthermore, although the normal tax rate of 4% has been continued, everybody is now subject to a surtax of from 6% to 77% on the first dollar of net income.

In order that Ryan employees may make provision to pay their taxes when due, we have prepared a table showing the amount of tax payable on incomes of selected sizes and the monthly savings necessary to meet these payments if election is made to pay in quarterly installments instead of paying the entire tax on March 15, 1942.

You will see from the table that on an income of \$2,000 per year a single person with no dependents must pay a total of \$117 or approximately \$10 per month. A married person with the same income, if he has no dependents, will pay \$42 or \$4 per month; if he has two dependents, he will pay nothing.

The Accounting Department is now engaged in computing the total income earned by each employee during the year and will distribute that information at least 30 days before the tax returns are due.

In subsequent issues THE FLYING REPORTER will publish articles dealing with the preparation of returns which it is hoped will be of assistance to all Ryaneers.

BEGIN SAVING FOR YOUR INCOME TAXES

Net Income	<u>Single - No Dependents</u>		<u>Married - No Dependents</u>		<u>Married - Two Dependents</u>	
	<u>Total Tax</u>	<u>Save Monthly</u>	<u>Total Tax</u>	<u>Save Monthly</u>	<u>Total Tax</u>	<u>Save Monthly</u>
\$ 900	\$11	\$ 1				
1,100	31	3				
1,300	50	4				
1,500	69	6				
1,800	98	8	\$ 23	\$ 2		
2,000	117	10	42	4		
2,200	136	12	61	5		
2,400	155	13	80	7	\$ 6	
3,000	221	18	138	12	58	\$ 5
3,500	284	24	186	16	106	9
4,000	347	29	249	21	154	13

LET'S CHANGE NATIONAL DEFENSE TO
National Offense

SLIM'S PICKIN'S _____ ...by Slim Coats

Now the New Year reviving old desires,
The thoughtful soul to solitude retires.
Indeed, indeed, repentance oft before
I swore--but was I sober when I swore?

OMAR KHAYYAM.

Probably hundreds of columns start off this way again this year, and why should I be an exception. Now that Christmas is over I'm looking forward to celebrating 1942.

I was reading instructions on what to do in an air raid. It says, "Get under a heavy table." Every New Year's Eve for the past ten years I finished under a table, and I didn't even know I was right.

I've met some very nice people under tables, especially during prohibition. Now it looks like we are going to renew old acquaintances. If you see me under a table and nobody else is there, you'll know it is an individual blackout.

I'll probably be as stiff as a boy's Sunday collar. I am sure of one thing--this year I will not order my Scotch from the deck steward of the Coronado ferry.

We are all agreed that the Japanese attack was as uncalled for as a pair of high buttoned shoes in a cobbler's shop. The only trouble I find with a democracy is that it is too good natured when it is mad. You cannot organize it for murder or exploitation of the weak. Why, it even permits enemy aliens to run around as loose as untied shoe laces. Now is the time to get tough. We have to be tougher than jerked beef. If we don't we are going to have another Black Tom that will

Y O U R

COOPER

Your plant protection department this past month has devoted much attention to perfecting plans covering any emergency which might arise in the Ryan factory as the result of wartime conditions.

Groups of especially trained men have been selected throughout the factory to function in emergency capacities in the event of actual necessity.

It is absolutely essential that every employee be familiar with emergency plans formulated by his superiors and that each man within the plant carry out the duties assigned to him, or if not assigned duties that he follow the instructions of properly designated group leaders.

blow all the aluminum pots back into the kitchens again.

We are just discovering that you can trust the Axis about as far as you can whistle into the wind. The fellow who said that all was fare in love and war was right. Don't let us waste any more white paint on foul lines.

Our best wishes go to DON BRAZEE and BUD MUNDELL who are now in the Army Air Corps, and DOUG SWALM and J. P. HOUSHOLDER, who are back in the Navy.

BILL MONTGOMERY was presented with an eight pound girl, named Mary Ellen, for Christmas. Both the father and baby are doing nicely. And after beating around the bush like a berry picker for all of these years, "WHITEY" ROSEN finally embarked on the Stormy Sea of Matrimony.

What happened to EULA MARTIN and the green hat with the orange feather?

FLOYD BENNETT: "Do you ever see that little blonde anymore?"

JOE LOVE: "She's married now."

FLOYD BENNETT: "Answer the question."



ACTION

PLEASE

For your own welfare COOPERATE with the plant protection department's well-laid plans.

Again let us state emphatically that because the country is at War, employees must refrain from discussing company matters of a military nature with any outsider. It is your responsibility as an American citizen to safeguard against release in any way or by any means of information of any value whatsoever to the enemy.

Uncle Sam means business. Severe penalties will be imposed for any indiscreet disclosures. Again, in your own interest, keep your eyes open, your hands busy, your ears closed to rumors and your mouth sealed concerning aircraft production matters.

Congratulations to DAN DRISCOLL for the efficient organization of black-out crews. Add Condolences: We really feel sorry for the plant guards who have to stand in those cold towers, in spite of the biting cold and rain.

During the recent bowling tournament BUTCH ORTIZ split several pins. The management has asked him to split his kindling in the mountains hereafter.

"WEASEL" EVANS: "Golly, I'm cold."

Mrs. EVANS: "Why don't you cover up your feet?"

WEASEL: "What, get those cold things in here with me? I should say not."

The entire second shift wishes me to thank DAPPER DAN BURNETT for interceding in our behalf, enabling us to "weather" the holidays with a minimum of lost time. We sincerely appreciate Dan going to bat for us, inasmuch as the boys have already lost considerable time during recent black-outs. Thanks again, Dan.

R. E. FRASIER's Grandmother wants me to thank him for the peanut brittle
(continued on page 22)

NEW OPERATIONS BASE

...by Ed Sly

Sunday, December 7th--unprovoked Japanese attack on Pearl Harbor. Monday--official Declaration of War. Early Tuesday morning--San Diego's first air raid warning. Events we all know. Tuesday, December 9th, on reporting for work--more or less chaos. Those of you who may have been fortunate enough (or unfortunate enough, for that matter) to have seen the spectacle that greeted the flight crew's eyes that morning would have, as we did, almost felt that orderliness and operation had ceased for a long time to come.

Tuesday at noon orders came to proceed to our new base of operation at _____. Ferry pilots--Cockpit covers--Weights--Motor covers--Gasoline--Oil--Brake fluid--Sacks--???? Oh, Ed! Have you forgotten Pitot head covers? Oh, Ed! Have you got this 'n that??? What have we forgotten?

Taking a skeleton ground crew we proceeded to our new base, disbursed our ships in the form required by Army officials, for greater safety--this being done in practically total darkness and on strange terrain, no small feat in itself. History will have started for the community where we are, and will undoubtedly be dated from the day "Ryan's planes came".

One woman observer, long associated with aviation and the facilities necessary to operation and maintenance, expressed her complete amazement at the speed in which full scale operations were started, sans all modern facilities which a plant of Ryan's size has. Since noon of Wednesday, operations have proceeded in a normal manner.

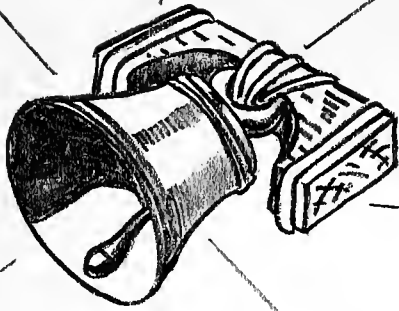
It is amazing, yet the gang did that very thing. The spirit of cooperation--that spirit that exists in the breast of all AMERICANS--hidden from the sight of all until some such an emergency brings it to the fore--was and is responsible for carrying on.

I overheard a bit of conversation this past week, and since the answer as given was not in our opinion by any means adequate and proper, I will take this opportunity to answer it. One of the boys said, "I believe I will quit and go to work for one of the larger plants that manufactures fighter craft. These small ships are of little value." This same idea has beyond a doubt occurred to many--not only here on our flight line but in the plant as well.

YOUR WRONG, SON! Were it not for these self same craft--Primary Trainers--we would have no pilots to fly your fighter craft. YOU are of greater value to Uncle Sam at the moment, in your present station, than you would be changing from job to job.

I might add a word to you fellows at the plant, we are in this all together now, not only as a U.S., but as "US". In order for the boys at our new base to "Keep 'em Flying", you'll have to "Keep 'em Rolling."

UNTIL VICTORY IS WON



LET FREEDOM RING

severe the hardships, how great the disappointments, we will not flinch nor waver until victory is won.

In the end, it is the spirit of men that will decide this war. We should be conscious of and make the most of the tremendous advantage we have over our enemies spiritually and morally. We are fighting for the right of law against the right of might; for good faith against treachery; for tolerance against intolerance; for decency and goodwill against ruthlessness and brutality; and we are fighting so that freedom may not perish from the earth. Let us remember our spiritual heritage, and we cannot help but win.

MORE ABOUT AIR RAID WARNING SYSTEM

Knowing the averages in this matter, can estimate within about 500 feet how many "very highs" and "highs" mean 10,000 feet. Sixteen "highs" and two "very highs" mean a very different altitude from nine "highs" and nine "very highs".

Arrows of three colors are used and the color is changed every five minutes. This automatically provides an estimate of speed. Without an estimate of the enemy's speed, it would be impossible to decide where to go to meet him.

The pips are information. The arrows are military intelligence. On a balcony overlooking the filter are tellers who watch every move on the board. When one sees an arrow, or new stand, she speaks into the mouthpiece of her headset, reporting the military intelligence on the filter board. It is immediately duplicated on the operations board at the Information Center, which is regional headquarters. The filter board and operations board may be in adjoining rooms, but as there ordinarily are two or more filter areas in a region the filter board may be in another city. Direct wires, used for no other purposes, are utilized, however, so there is no difference in the time of transfer.

The military intelligence on the operations board is not yet far enough advanced for tactical action, however. We still do not know

if the planes reported are friendly or enemy. It will be necessary to find out--the observer wasn't even asked to give an opinion because even an expert in airplane silhouettes could not give an opinion that would have any value.

On a balcony overlooking the operations board are liaison officers from the Navy, Civil Aeronautics Administration, Bomber Command, and Air Support Command. They are in constant communication with their own organizations as to planes in the air. As soon as they see an unidentified flight on the board they check to see if it belongs to them. If not--it is an enemy. They report their findings to the raid clerk, who has a table beside the operations board. If friendly, the raid clerk puts a green tab on the metal stand--if enemy a red tab.

Also on the balcony overlooking the operations board is the controller or control officer, who is the tactical commander of the region, acting for the commanding officer. Facing him across the operations board is a status board, which tells him how many planes are available at any moment at each airdrome in his region. When he sees the red tab he quickly decides which airdrome is in the best position, both as to location and planes available, to effect an interception and he immediately orders into the air enough pursuit to do the job.

(continued on page 13)

It has taken me longer to write it and you longer to read it, but, on the average all these things are done within three minutes. One and a half minutes from time of sighting to the decision; another one and a half minutes for transmittal of the order. It's mighty quick work but during that time the enemy has traveled fifteen miles.

Once his order is given the controller is through, but the planes now have to find and meet the enemy. Obviously the pilots of fast pursuit planes haven't time to circle over rivers or other landmarks finding their way; they haven't time to make instrument calculations; they have no way to ascertain any change of course the enemy may make while they're hunting him. So a man on the ground in a little cubby hole at the Information Center guides the pursuit to the enemy, even making use of any cloudy areas that might help - or dodging any that the enemy might utilize.



While the pilots are getting aboard their planes, a radio officer is clearing a radio network for an intercept officer to

talk directly with the pursuit commander in the air. Tellers at the filter board begin reporting direct to the intercept officer the flight he is to intercept - and a moment

later the flight he is guiding. Weather information, including wind velocities at various altitudes, begins pouring into him from the weather officer.

With gadgets operating on the same principles as slide rules, he calculates the point at which our pursuit can cut off the enemy. He talks constantly with the flight commander. He guides the pursuit to the interception point. Two or three miles away the flight commander probably will see the enemy. He flashes back a code word to that effect. The intercept officer cuts off - he is through. The fliers are on their own now. They react in split seconds and can't take time to talk with anyone.

It takes the fliers about one and a half minutes to get into their planes and take off after receiving orders. Another seven and a half miles for the enemy. It takes about two and a half minutes to climb 1,000 feet and assemble. At this point the enemy will have traveled 35 miles from point of sighting. If the enemy is flying at 10,000 feet, it may take another 3.4 minutes to climb up to him. That's 52 miles, but our pursuit will have advanced 15 while climbing.

Less than ten minutes to reach the enemy after that climb - not much leeway but that is the measure of the speed in the fastest military maneuver ever seen on this earth - the interception of fast bombing planes. Ten minutes if we're lucky and sometimes we hope to have fifteen or twenty, but there aren't any seconds to spare and the Interceptor Command is working to cut down the time for the interception.

A DOPE FROM THE DOPE SHOP SAYS

Last issue I vowed that I would sit down a week early and write my piece so it would make the deadline on time. So here I am a day late writing like mad. I hope I make it.

Ho, Hum, what shall I say. Shall I say anything about BILL D. of the Dope Shop being rejected from the draft. Many are called, but few are chosen. (Now I'm quoting the Bible) No, I won't say anything about him.

Or maybe you'd like to hear about the foremen's Dance and how everybody that is anybody was there excluding me. You know all about that so I won't mention that either.

From what I hear, Consolidated needed some good men to do some work for them. Ryan furnished said men. Our neighbors sometimes work 10 to 11 hours a day and still can't get a day's work done!

The night crew gets a bonus because it's dark when they work. O.K. Now it's dark when the day crew works. Or does that mean anything--or should it?

Christmas! It's enough that I mentioned it. Now let's try and forget it. But remember, there's only _____ shopping days till _____.

Boy, do I like blackouts? Ah me! My car, a blackout and thou! Ain't life wonderful? Or is it? Sure it is.

Youse guys and gals who have any ideas about leaving San Diego because it seems pretty close to Pearl Harbor, forget them. Nothing is going to happen. But we are going to be ready if it does.

BOB'S BUMPS



I hear that JIMMIE "YOKUM" RUPERT is finally able to get his sleep at long last. His gal friend is on a two week vacation. Boy, isn't this vacation and love business simply grand.

Oh yes, what is this I hear about BILL "PONCHO" CORNETT and his bosom pal DICK "FRANCO" GILLAM and their two chili queens. Dick claims that it is his new red paint job on the motor and his red shirt that does the work but Bill says if it wasn't for his black wavy hair they wouldn't have had a chance. But from the talk that goes around, they did quite well.

BROTHER COATS, in short pants, is running around wishing everyone the best for '42. It's a little early but that is no trouble for "Slim" as he is always ahead of his own end anyway.

Would you believe it? I went home last Tuesday with a carton of cigarettes presented to me by the boys of the

Well, there goes 1941! Wasn't that a grand year and didn't we have a wonderful dream. Well, atleast we've wakened up and that is something.

So RAY MORKOWSKI thinks we don't need beauty treatments. Ha, ha--that's one man's opinion.

Say, are there any of you folks out there in the plant who might be interested in helping an amateur music composer? I have jiggled up a few tunes, but don't know how to put them down or arrange them. I work in the Fabric Department and the name is Kolbrek. (Suggest you see pianist Logan Bennett of Inspection--Ed.)

With so many people moving in and out of the Fabric Department, one hardly knows who is who. Maybe we will get settled after due time and begin to get acquainted with each other.

ANN CARROL has been home in Tennessee for the Holiday Season but will probably be back with us by the time this is published.

Well, we have lighted tables now over in the surface P.K. It's too bad they didn't install a nickel machine with it. We would surely have the baby's bank full.

In some mysterious way Christmas Eve, a bit of Mistletoe showed up, but as is the way with folks, everybody was watching everybody else. So nothing happened. Ha, fooled you, didn't I?

One of the girls said that all she got for Christmas was bath salts, bath powder, perfume, toilet water, scented soap, face powder and lipstick. Gosh, folks must think she's awful dirty or else awful clean.

from Dorothy Kolbrek...

FABRIC HI-LITES

Most times at Christmas I get so many silk stockings I don't have to buy any all year, but not this year. Nary a pair was forth coming. Guess the only place they have worms must be in Japan.

I want to thank BILL and HAZEL WAGNER for their lovely card and also thank the others for their cards as well. Guess everyone but me had the Christmas spirit.

How about New Years resolutions? Mine was not to make any resolutions.

ESTHER BERTOLUCCI is having a time for herself. The paint shop wants her, and Fabric wants her, so somebody's got to make up their mind pretty soon. She is a swell gal so I hope we win.

JEAN STEFFI was transferred into the dope shop last week. She says she likes it fine. There are three women in there now and they seem to be doing all right, too.

A mystery has come to the Fabric Department. Two turkey sandwiches were missing the other day at lunch time. If we could have

Bumping Department. Man, you could have blown me down with a lead mallet.

I really thank you fellows. It means a lot more to me than you think. This Christmas spirit is really a wonderful thing. We should all have more of it.

Boy, do you remember the nite the fellows had to sit on the tails of the ships to hold them down? I have never seen planes so anxious to go to their job--they even tried to take off by themselves. I guess they were thinking of Pearl Harbor--and cold--man, it was cold.

Say, this ELEANOR HOWE is really right on the beam when it comes to trying to help us poor working men, as is Mr. MARCO too. Thanks.

SLIM's Dad--Colonel F. S. Coats (with pants), a retired Army officer, on making the rounds with his son to be introduced to the "Champ's" dad, who is also a retired Army man, says he is always being introduced by Slim to men he already knows. But isn't that just like Slim--way ahead of himself again. Nevertheless, we hope you enjoy your visit, Colonel Coats, and a Happy New Year to you.

A word of thanks to Mr. and Mrs. WAGNER for the wonderful Christmas card. It went right in my album and is greatly appreciated.

only suspected that someone in our midst was so hungry.

We offer our deepest sympathy to KEITH and DELPHIA ROUSE in the death of Keith's father. EDITH COLLIER has been staying with Delphia while Keith went back East to his father's funeral.

I'm terribly afraid the diet situation is becoming acute. I'm afraid the Ryan Management will have to take it up seriously. It seems as though we are all gaining weight. It's like the weather. Everybody talks about it but nobody does anything about it. What with PAPA WEELAND handing out such lovely candy for Christmas and all.

Several of the Gang handed me verses--verses to a poem that they have made up themselves, so I hope by the time the next Flying Reporter is due that I will have it assembled and then you shall see that we have some real talent in our midst. Until then, Happy New Year.

The Ryan Hardball Team at present playing in the San Diego County Winter Baseball League has made a far better showing than anyone in this camp thought they would.

With A. S. "BALDY" BILLINGS at the helm, the team has turned in some stunning victories over teams that were, according to paper and chatter, going to "Win in a walk". Consistently throughout the season the Ryan team has put a very spirited and willing gang on the field and at all times they have been in to win or know why.

It is impossible to pick out any of the players as they have all turned in the best games possible and are always ready for whatever may come, both in their duties in the factory and on the baseball diamond. The Ryan Company is proud to be represented by such a fine group of young fellows on the baseball diamond or in any other field of endeavor.

Some of the highlights of the first half of the season which has just been completed are the one-sided victory over the highly touted Escondido nine--10 to 0, and the nine inning tie game played with the league leading Consolidated Team. The play-off of this game is waiting for a dry Sunday and if you have the time to spare and you care for baseball, you might watch the San Diego Union for the time and place of this game and come out and watch the Ryan boys "Win One".

The most interesting of all the League play thus far is the determination with which our boys take the field. Some of the players are from the play for pay ranks and their spirit is something to be proud of. With nothing at stake but a win for Ryan, they take the field and give all they have. Without singling out any one of the players, take it from the writer that they are a swell bunch of fellows and we're proud to have them represent us on any diamond.



MANPOWER

GEN. HERSHEY: My first job is to procure enough men for the land forces and at the same time to convince people to stay at the jobs they are now doing, so that I will not ruin the economy of the nation.

Our job is to inventory, to classify, to have available, and to produce men when they want them; and by all means to leave them on the jobs that they are now on.

MR. CHERNE: We require a minimum of fourteen to twenty five men working in factories, sitting at desks, sitting before blueprints, and studying, for every one man in uniform.

I'd like to bring up a misconception that many people have very deeply ingrained in their minds. That misconception is that the best function the American people can serve is to have a small, highly trained, highly mechanized Army, while the bulk of the people and the bulk of the nation produce goods to be used by large armies else where in the world.

MR. COLE: It is unfortunate that we should have that point of view, but I am afraid that it is very deeply ingrained in our national makeup. The democracies, particularly England and the United States, have always believed that there is some magic formula whereby you can pay somebody else to do your fighting, have thought in terms of small, highly trained, professional armies, and have generally eschewed the idea of large, mass armies.

MR. CHERNE: That problem is very closely connected with the ratio between workers and armed forces. During the Civil War only one man was needed behind a bench to produce the Sharpe rifle, used at that time. To supply the army during the first World War five men were needed in civilian life. Today a minimum of fourteen men is the industrial and economic backbone without which a modern soldier cannot fight.

GEN. HERSHEY: That's right where my problem comes in, because I have two main jobs--one direct and one indirect. Directly, we procure men for the Army, the Navy, and the Marine Corps--a relatively small job. In that procuring we must protect those fourteen workers you're talking about. Otherwise, we won't have the arms to arm the one who goes forward. And we have the very big problem of trying to educate our people to understand that we must have fourteen people back of the lines for each man in it.

This article is prepared from selected quotations from a University of Chicago Round Table radio discussion on Selective Service broadcast from Washington, D. C. over the National Broadcasting Company's red network, Sunday, December 21st.

Participating were Brig. Gen. Lewis B. Hershey, National Director of Selective Service; Leo M. Cherne, research expert; and Hugh M. Cole, lecturer in military studies.

MR. CHERNE: I think you are making the best possible contribution to this discussion by emphasizing that fact. I am afraid that one of the unfortunate emotional effects of war, which the three of us certainly recognize, is the effect which pushes men automatically, on an emotional basis, into uniform--regardless of the probability that their services might, in many cases, be better employed at their present jobs.

GEN. HERSHEY: That's exactly what the Secretary of War was thinking of the other day when he said that, just as soon as we get adjusted to this present time, we are going to stop taking people into the Army, except through the Selective Service System. In other words, it isn't fair to let the man in this emotional time, make the decision as to when he should leave. That should be left up to agencies, constituted for that purpose, such as the Selective Service.

MR. COLE: I am afraid that some of our listeners will get the impression that we are not going to create much of an army but are going to create a great army of workers. Therefore, we must make a nice balance here between leaving the impression that "you'd better stay at your job until you are called" and that "it may be before the year 1943 is finished we'll need something more than an army of three million men."

GEN. HERSHEY: I agree with you. We must take every individual for whom we can find a place into our armed forces, but let's do it systematic-

Redouble Your Efforts At

ally; let's do it orderly; and let us as American citizens stay on our job until our government calls us.

MR. CHERNE: I'd like to take that cue and address myself directly to employers. The best possible step that can be taken in the near future is the evaluation of present personnel, the training of substitutes wherever possible, and the protecting of the right of the employee who is essential to remain at the job but by no means the putting-in of applications for deferment for every man who is carrying a broom. As for employees, I know it will seem extremely patriotic and sacrificial to give up what is at present time a highly essential job and rush into uniform, but that may not be their major contribution to this war.

MR. COLE: I quite agree that we are all interested in using our manpower with the most efficiency, and that, I presume, means with selective efficiency.

Let us suppose we have a listener who has a wife and a baby girl playing around the dining table. What is going to happen to him?

GEN. HERSHEY: I am glad you asked that, in a way, because I think that in the last week or so there has been a feeling that we are going to take every man with dependents. We have no such idea. We have probably deferred twelve million people for dependency. We may have to be a little tighter in border-line cases, but the case you have outlined would be a rather simple one for the local draft board if that man had no other income except his salary.

MR. CHERNE: I like to feel that I am emphasizing a problem that doesn't get the normal amount of emphasis in time of war. I'd like to go back to the very tragic experience of England in the first ten months of the present war. They found it necessary to pull out twenty-five thousand men in uniform from France, shortly be-

fore Dunkirk, and transport them back to England to man the machines because there wasn't enough production of munitions to support the balance of the army.

MR. CHERNE: I am afraid that my entire emphasis must consistently go against those who would rush every available bit of energy in the country into uniform. And I am afraid that that which is the normal process of war rather than the reverse is one of the most unfortunate characteristics of modern warfare, because modern warfare places a premium that never before existed upon special skill, special ability, special research, special mechanics.

MR. COLE: We have concluded here, I believe, that the problem of manpower is very difficult. But we have concluded that every effort is being made by the present system of Selective Service to put the right man in the right place and do a reasonable and rational job of using manpower.

We have emphasized the necessity for having a man wait until he is called upon, since he may, himself, personally, not be the best judge of where his abilities can be used.

We have, finally, indicated a problem in education; that is, the fact that the best thing the citizen can do is to redouble his efforts at his own particular job.

A JOB

Each of us has a job to do
And you can bet we'll see it thru.
America has an axe to grind
And every man I'm sure you'll find
Is set to do his share.

We've got a job to do--
Yes, all of us--and you--
And we'll leave it up to Uncle Sam
Whether we fight or till the land,
We're out to rivet the stub wings on
Or join the Army and shoulder a gun
Or spin the prop of an airplane
Or guide the ships thru the convoy lane.

Yes, each of us has a job to do.
So to Uncle Sam in '42
We pledge our aid, however small.
We're out for Victory, one and all,
A hundred million strong.

Contributed from Sheet Metal

THE KEY TO VICTORY

Your Own Particular Job

'Twas the week after Christmas and all through the department, not a creature had money--everybody's broke. (Boy! Are we glad today is payday!)

The day after Christmas most all the boys had a satisfied but haggard look on their countenances which would tend to indicate a good time was had by all. Some people would destroy themselves if given enough time. I hate to think what some people will look like come January first. (Nothing personal)

To the department has been added two permanent newcomers, namely DICK HAYWARD, who comes to us from the Inspection Department, and "SKEETS" CROWTHER hailing from the Ryan School. Welcome Chums! We also have four other men from the Ryan School with us. They are spending Christmas vacation doing the real McCoy.

Can someone tell me why TOM HEARNE swaps cars so many times in one year. He now owns a "Studie". I heard one of the boys venture a comment, quote, "From Bad to Worse," unquote.

Earl Kops will bet all comers on how long before the next sunshine will drip. Makes money too. Must be his corns.

FRED ROSACKER might be prevailed upon to write a guest "hunk of stuff" in this column comes the next issue--Please. Thanks, Fred.

And with the above in mind I'll "30" with---

All of us wish all of you a Happy New Year. (Keep a stiff upper lip and when it gets numb go sit down--you're "pie-eyed").

SECOND SHIFT SHEET METAL

by E. M. Magdick

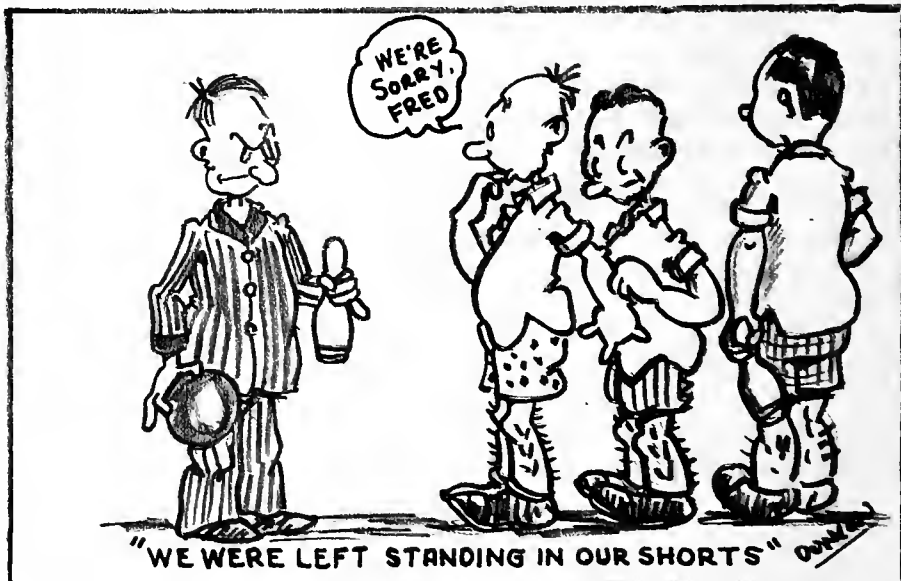
Well, here is the second shift Sheet Metal again. Due to the mixup on the deadline dates, we missed the last issue and we hope it won't happen again.

Well, first of all, to those wanting a lesson on how not to chew tobacco, see CARL UMANSKY. He took his first chew the other night and the guy went through more actions than any other human being we have ever seen. Carl says the first few minutes weren't so bad, but after that he says his two eyeballs stood right out and looked at each other and his stomach beat a Gene Kruppa special on his spine. And that was enough. Now Carl can't even stand to look at the stuff. Yes,

We hear from the latest gossip that JOE RICE on the Punch Press has so many do-daddles in his Ford Coupe that there is only enough room for the driver. And his girl friend has to ride in the trunk. Now if you were a gentleman, Joe, you would ride in the trunk. And incidentally, if any of you guys want to know how to keep your white shirts clean, see Joe. How he can keep his white shirt clean working on a Punch Press is beyond us. What's the secret, Joe?

These bowling challenges you see pasted all over are getting to be quite the thing. About two weeks back we of the second shift sheet

metal bowling team accepted the challenge of the first shift Sheet Metal team. And I'm proud to state we won. Well, sometime later we bowled the sub-assembly team, and they beat the pants off of us. So bad in fact, that we were left standing in our shorts. As for FRED HILL, he got up so early that morning that he was left standing in his pajamas. We expect another game (continued on page 24)



The Kite Maker

So long, 1941 - Greetings, 1942!

During the absence of our erstwhile correspondent, CHARLES ANDERSON, a couple of stooges will try to live up to his reputation.

Due to absence of some of our men the Wing Department has taken on quite a vacant look. However, we expect to have most of them back with us again soon.

Now for some local dirt picked up here and there--

"ROCKY" FEHLER received a ticket for speeding while out with a certain angel we've heard so much about. Better keep your mind on driving, "Rocky"--it's cheaper.

MEL MINOR has turned out to be one of the most lucky fellows. First he goes to the

racetrack at Caliente and with 13¢ in his pocket comes up with the lucky ticket to cash \$250. He comes to work every day too. In the second place, he received a telegram from CHARLES ANDERSON telling him to look after his girl until he returned and to even use his car to do it with. I wonder if Anderson was entirely in his right mind at the time because she really isn't hard to look at.

It seems that DENNY BLOUNT and "ARKY" KELTON had the same idea about Junior's Christmas present--two new bikes. At the present time both bikes have been in accidents and a
(continued on page 20)

...by HAROLD and MEL

MEET DAN BURNETT cont.

as a token of the Army good will flight thru Guatemala, Honduras, San Salvador and Panama in 1923.

Along with the bill and Captain Martell's letter, he added the red carnation memento given Dan by Lt. Kelly--the first flower to be flown across the Atlantic. He still prizes these souvenirs. The only other token taken on this flight was a personal card of a naval photographer from North Island. There was a San Diego Union newspaper which had fallen under the floorboards and was later given to Clarence M. Young.

This dollar bill of Dan's traveled more places--across the ocean to Paris and back, with Sir Hubert Wilkins to the Antarctic, on Dole's race to Honolulu with pilot Martin Jensen.

Dan has worked so many places it's hard to keep track of him--For the late Jimmy Russell, who with Col. Hoffman and Floyd Smith did much development work on parachutes. While there he made an inspection table with a battery of 24 lights under blue tinted frosted plate glass with an electric cooling fan, which saved time in hunting down broken stitches or misfolded seams.

In 1930 Dan was Superintendent of Bowlus Sailplane Company, leaving this for airplane overhaul and maintenance at the new Ryan Company. Later he took charge of shop training in the ground school.

In 1933 Dan made and static tested parts for the new Ryan S-T developed by Ryan, Millard Boyd and Will Vander Meer. After the test flight Ryan went into production on a

group of the famous S-Ts for commercial trainers.

This necessitated bringing back more men as time went on--Walter Locke, Mel Thompson, O. R. McNeel, Fred Magula, Douglas Corrigan, John Van der Linde, Carl Palmer and Pop Adams were a few who joined the staff. They built S-Ts for Africa, South America, Australia and Honolulu. They managed to get up to a production of four a week--not bad!

In 1937, Dan was foreman of wing assembly, control surface assembly, fabric and upholstering on both S-T and S-C models, and in addition saw to proper crating and shipping of all airplanes. In 1939 he was put in charge of the experimental department and followed through the YO-51 models. Work was started in October, 1939, and the first ship flew the last day of January, 1940. Others followed in a couple of months. In January, 1940, Dan was appointed Night Superintendent, of Ryan Aeronautical Company, the position he so well holds down today.

Dan's life has been an interesting one--he's busy and still as full of enthusiasm for aviation and its future as he was during his childhood. He has expressed his thoughts for the future this way:

"1942--the twentieth anniversary of the Ryan organization is here. To look back it seems like such a short time but to look ahead twenty years looks like ages. What will the ships look like then?"

He firmly believes this company has a great future. Of course he does more than his share to "Keep 'em flying", and his night crew gang swear by him--not at him.

NEWS 'N' VIEWS

...by DICK GILLAM

Howdy, Folks: Well, the Christmas rush is all over with and we can start now and do our Christmas swapping early. All kidding aside, I hope that everybody had as nice a Christmas as I did. I believe I got everything I wanted and then some. So all we have to do now is turn over that new leaf and start saving for next Christmas.

It seems as though QUILL, an up-and-coming planisher on the second shift, has hung around a certain part of the shop so much that the boys call him the head man or Captain Quill.

Well, as I live and breath, "POP" LINDERFELT has got his long-awaited-for Station Wagon. It's a 1942 Oldsmobile with a radio, and it also has the new hydromatic clutch. Pop says it's got anything beat he ever had his hands on. For the price you have to pay these days, it ought to. Anyway we're glad to see you get it, Pop.

Have you ever walked through the Hammer Shop during the day and bumped into "Pappy" GARRISON, the day shift inspector? Well, be careful; "Pappy" is a little pugilistic. He once told me never to shake hands with a south paw--how right he is.

The farmer wins and the gambler loses, and that's just the way things go around this old Drop Hammer shop. Anyway WINMILL, with that slicker gleam in his eye, told CHRISTY (the farmer) he would spot him 10 points and bet him a buck he would whip his buttermilk at the Tower Bowl. And so Christy (the farmer) knowing all the time the odds that were against him, told Winmill (the slicker) he had himself a bet. The ensuing events will not be disclosed but in the end our farmer (Christy) won 4 out of 6 games. Now who would have thunk it?

CHARLES (WATER WAGON) JARVIE has showed up the last couple of days without his China Clippers. I wonder if he lost them in a carmel bar or in the Christmas rush? Then too, there are rumors that he stopped in the Post Office and pulled them out to get by the Army recruiting line and left them grinning at the stamp clerk. Who knows?

Now that SLIM COATS has got a couple of Ryanettes to do battle with, I wonder what he'll do with his flowers?

I would like to take time right now to thank the boys on the second shift Emergency Squad for their splendid work in our recent blackout. And also to thank the boys who were with us over the Holidays. The team work and cooperation you fellows are showing is unsurpassed.

(continued on page 23)

THE KITE MAKER cont.

little shin taken off here and there, but don't forget you too were boys once.

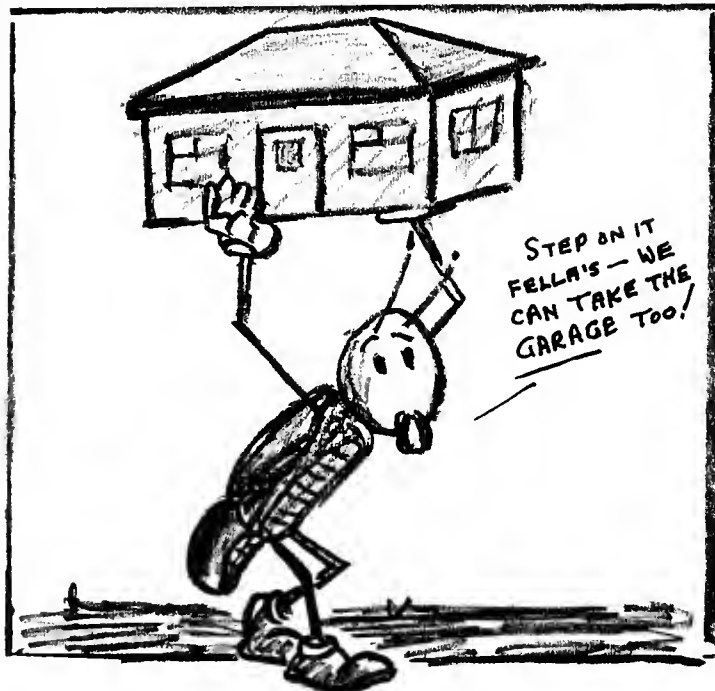
PAUL CARPENTER is having trouble again. This time it's the termites who are trying to dispossess him of his house. Better get rid of them fast Paul if you want a home for that bundle from heaven you're expecting soon.

The three bowling teams lost only 12 games out of 12 last week, but there's a New Year a coming, fellows.

WALT CASTELLAN came down to bowl with one of the teams the other night. After standing around for an hour and recognizing no faces, it finally dawned on him that we bowled at the Tower and not the Sunshine alleys. We give him some credit, though--he did make it on a Monday night.

"BUD" BERRY has quite a hobby raising rabbits. Too bad he is having a hard time getting volunteers to build the hutches with him. He sure does need them badly.

DOUG BEEBE arrived back from his vacation over the holidays looking mighty fresh. He doesn't say much about it, but he looks as though he had enjoyed himself.



BASKETBALL LEAGUE

GETS INTO FULL SWING

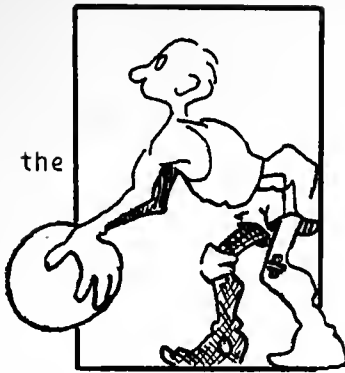
January 5th will be the night when the starting whistle blows for the 1941-42 San Diego Commercial League Basketball Championships. Ryan will be represented by a very fine team with many starts from last year's quintet augmented by several new stars that have taken up duties with the Ryan Company.

There is little doubt in the minds of sports enthusiasts that the Ryan Team will make a very fine showing, if not walk off with the title. (Here's hoping.)

All of the games will be played at the San Diego High School gym and the Navy Field gym, both of which have very fine floors and will serve the league well. Both are equipped for blackout emergency and should be the scene of many a happy hour both from the standpoint of the players and the spectators.

The basketball squad is comprised of the following men: "MOOSE" SIRATON, Forward; BOB CHASE, Guard; JOE BASSO, Center; OWEN WALKER, Guard; AL SZALAI, Forward; ED HERRIN, Forward; LEFTY MARCOUX, Forward; MORGAN FINNEY, Center; "FLASH" HERMANN, Guard and "LU LU" DUNFEE, Guard.

As time for the start of the Championship rolls around the one thought that the Athletic Department has is "Will the fellows in the plant get behind our basketball team and from time to time come out and support them in their quest for another Ryan Victory in the realm of athletics."



WING

It seems that we have quite a gambler in our midst. \$15 has changed hands from JOE BELL to AL JUESCHKE. Better watch that because we heard that both sides of that nickel were heads.

ANDREWS' wife quit her job and Andrews wears a heavy frown nowadays worrying about the bills.

The Wing Department wishes to take this opportunity to extend its greetings to the rest of the plant for a Happy and Prosperous New Year.

A ROPES END VIEW OF THE HAMMER SHOP

...by Lynn Harrington

We have one excellent correspondent for the Ryan Flying Reporter on the second shift Drop Hammer already, folks, so maybe I'm barging in, but I don't think a little competition will hurt our good friend, DICK GILLAM.

I know I have no business competing with such accomplished journalists as GILLAM, COATS, et cetera but it doesn't cost anything so why not?

Why doesn't someone tell Dick and Slim that if they don't lay off the very pardonable references to our fair lady visitors, they (Dick and Slim) are apt to be named co-respondents in a couple dozen divorce suits. And don't forget I warned them.

In answer to the sly dig about the Drop Hammer second shift bowling team's new shirts. I'll have you know, suh, it takes courage, suh, raw, red courage to bowl in a "yaller" shirt. And I've got two bits that says DICK GILLAM couldn't bowl over 125 wearing a gold shirt.

While on the subject, I wonder if Dick has heard of the nifty 888 those same gold shirts posted last week. Second high team game in twelve weeks. Tsk, tsk, I heard you muttering Lucky! NEWMAN, was that nice?

If some of you ex-northerners think that there is a chinook wind drifting over from the Drop Hammer department at lunch time, you can cease wondering as it's just the Sheet Metal gang led by HILL and OLSON shooting the breeze over the lead pot.

"Dame Fortune" dive bombed lucky "FRITZ" COUGHLIN last week. As a starter, Fritz called on his favorite girl but it seemed that said girl had other plans; he then proceeded to forget his woes in a "crap" game but when the fog rolled away, he was considerably worse off financially, and to top it off he has lost the check pool twice straight after winning it three successive times.

We hear in a roundabout way that JOHNNY MOSER is figuring on offering his services again to Uncle Sam's Army since he liked it so well during his first enlistment. Johnny's new nickname is "CREEPY". He will explain why if asked.

Anyone desiring a renovating job on their lunch boxes, consult GEORGE BROOKS. He will gladly do the work free of charge, (providing (continued on page 24)

Sheet Metal News

Christmas has been and gone and it would appear that everyone had a very merry one.

A very nice and well thought of gesture on the part of ERICH was the sending out of Christmas cards to the homes of all his men. ERICH and HOWARD both would again like to thank the men, through this column, for their Christmas presents from the men of the department.

It might appear that a suggestion offered by this column was heeded! Seems as how BOB O'KEEFE decided to make a little saving on his income tax by marrying Miss Patricia Moran in Yuma on December 13th (lucky guy). The marriage took place at Gretna Green. Bob tells us that Gretna Green is the name of a famous marrying place in England and not the name of a woman marrying judge. Congrats, from us all--Bob!

In case some of you fellows fail to recognize him, that handsome new cop is our ex-sheet-meddler Carl Hatfield. He does a uniform real proud--or visa versa. Anyway he looks O.K.

Another to leave our ranks recently was LARRY ANDERSON. Larry is driving himself to glasses, but wearing pressed pants in an inspection crib.

Several of the boys in the department are running close races with the income tax collector. They have

kids in the jig and their fingers crossed, but BOB FIGENSHAW has the only tangible evidence to date. He became the father of an 8-1/2 pound \$400.00 tax deduction on December second.

Never again will DAVE BRACKEN take the train to Los Angeles and return. He tried it one week-end during blackout trials and hasn't been the same since. He was sore 'cause he had to leave his love in Los Angeles earlier than usual on Sunday night in order to get the first section back to San Diego. Then he was sore 'cause he had to talk shop with a sheet metal worker who shared a seat on the crowded train. But at Santa Ana he was happy--a very lovely gal boarded and took the sheet metal worker's seat.

(continued on page 24)

... by JACK D. YOUNG

SLIM'S PICKIN'S cont.

he sent her for Christmas. DICK HARLAN gave his Grandmother a pair of roller skates. That new tobacco that FRENCHIE FOUSHEE is smoking smells like a blend of duck feathers and brake lining. O. G. ROMIG is back with us again like insufficient postage.

By the way, many of the boys are buying a package of cigarettes for the soldiers on guard duty, and believe me, those boys really appreciate it. If you have an extra nickel or dime on you, buy 'em a candy bar or a pack of smokes. They have a tough job, which they do without an audible grumble.

One of the boys told us how he happened to be in the guard house. He said, "I didn't want to join the Army, but was conscripted when No. 598 came up. I got a bed that was too short for me, a uniform that was too long for me, shoes that were too tight for me, and a girl that was--ah well, they marched me ten miles to a church I didn't belong to to hear a sermon I didn't agree with. Finally at the end of the sermon the minister said, 'Number 598, Art Thou Weary, Art Thou Languid, Art

Thou Sore Distressed?'" "So I said I was tired as h--l."

He also said, "Some Soldiers Most Soldiers Could Do Without: The first loogie--the second loogie--the sarge--and the bugler."

GIB BRISTOW and his double-jointed peanuts. HAP MILLER wants to know who in the Sam Hill is Sam Hill? GEORGE DUNCAN and his distinctive Christmas cards. WALLY MALLOT pinch hitting as a "picker upper". Thanks to the boys of the cavalry troop at Camp Lockett for their letter of encouragement. It brings back memories of the old days with the Seventh Cavalry at Ft. Bliss. We were given a horse called "Small Change" because he always had two bits in his mouth. Get it?

SERGEANT: "So you want to be an army hostess--had any experience?"

SUE ZINN: "Oh yes sir, some very wonderful ones."

As we wind this up we'd like to repeat our wish to each and every one of you that this will be the Happiest New Year you've had. And don't forget, that now instead of trying to bury the hatchet, we are going to bury the Axis.

The Ryanettes



...by Tom & Gerry

Hope Santa treated everyone as well as he did Yours Truly, which was super. Now that the New Year is well under way and everything is back to normal, we can get on with the business at hand.

Things seem to be pretty quiet over in the other building, as we can't get any choice morsels from our correspondent over there. Maybe she got rained out? Of course a few things could be said about several departments in the other building but we'll just let it go, and hope they all enjoyed themselves.

Production department had a very scrumptious party, with a grab bag affair. Mr. Cunningham played Santa Claus, and it looked like he had had previous experience. Especially when it came to the gift he gave GERRY WRIGHT. See them for details.

If you had looked in the Factory Conference Room, a week ago Tuesday, you would have seen pulchritude galore. Since every Ryanette attended, it was quite a shindig. Gifts were presented to each girl present. Along with a beautiful box of candy from one of our admirers? Also a gorgeous fruit cake from Adelaide Smith (Very tasty, eh what, girls?)

To make the party more hilarious, sweater contest winners were decided, but not by the man who invented the idea. It seems he was at a loss, as to who was the most deserving, so he did it in "1776" style, and they were drawn by the girls. I know you are all anxious

to know who the lucky girl was who won the \$3 first prize. So hold your hats, 'cause here it

comes--PAT KREGNESS was the lucky winner. The second winner was Mrs. MARGARET NELSON. Both very deserving, don't you think? We also want to thank the Service Department for the use of their Christmas tree which was certainly nice of them. Well, I think that's enough about Christmas.

Now for an introduction to a new member of the Ryanettes--and Planning is the lucky department. Her name is Mrs. JEAN STUTZ--(Sorry boys, she's attached, a lucky soldier being the other half. She is the sister of MILDRED ALKIRE. Now we have a double, and are there any more at home like you, asks J. O. (GUESS WHO)? If there are any other girls in the other departments whom we have missed, we wish to welcome you also.

To the PLANT POLICEMEN. In case of black-out, be sure you see JANET ROSE, of Planning, and have a look at that gorgeous sparkler she is wearing on "third finger left hand". It's really a knockout!

Hope everyone survived their Tom & Jerrys, and are still on the beam. Bye for now and see you later.

NEWS 'N VIEWS cont.

COUGHLIN of the second shift foundry has learned the hard way that you can't always win with those galloping dominoes. It cost him \$30.00 bucks to learn. Boy! That's some education.

I believe I owe the Drop Hammer bowling team an apology. In the issue before last I stated that the new silk shirts they had were no asset to their game, but now the worm has turned. ADOLPH BOLGER tells me that his team bowled an 888 average. Congratulations, men, that's real bowling. And I hope you will accept my most humble apology.

CURLY HOERMANN: Say, Helms, do you know why these westerners grow so tall?

TEX HELMS: No, Curly, I don't.

CURLY: Well, I hear they stag green so long they just keep on growing.

BILL EVERLEY was late for work one day last week and the only excuse he had was that some guy from Solar had run up the back of his car and punctured his gas tank. Now maybe he'll take that parking sign off the top of his car.

Special: FRED HILL of the second shift sheet metal ran up a pretty bowling score of 287. Fred had 9 strikes in his first 9 balls. That's really a game to be proud of.

I believe that everybody on the second shift owes Dan Burnett Jr. some thanks for getting us those days off on the holidays. It gave some of the fellows a chance to go on a trip or be with their families a little bit more. Maybe some of you guys don't realize it, but Old Dan is in there pitching for us all the time. So long--Happy New Year.

A ROPES END VIEW cont.

you like red paint). It seems that he overlooked a renovating job on his own lunch box so a couple of the boys obligingly fixed it up for him.

We wonder if it could be more than just a desire to see the family which kept TREAT, JOHNSON, KENNEDY and CHRISTY so long in Arizona over the Christmas holidays. I guess the boys were really out for a good time. RAY TREAT says he was just out.

What is "BUD" FARR going to acquire next? His latest project is a '41 Plymouth which zigged when it should have zagged. "Bud" plans to overhaul it thoroughly and hopes to have an A-1 automobile in the distant future.

Ask "SPIKE" SPIKING how he planned to spend Christmas Eve and how he actually spent it; anyway, the turkey was good, wasn't it, Spike?

If any of you guys from other departments chance by and should hear a noise sounding like a lovesick sea lion calling to its mate, don't be alarmed or disturbed as it is only BILL HOLGATE practicing his assortment of animal calls. He has blossomed out with a duck call that would call a duck out of a roaster.

A tip to Inspector -----. Don't sneak up on us with that smock. One hammer operator

SHEET METAL NEWS cont.

(He was guzzling in the Club Car.) But now he's unhappy again---he's trying to decide whether the trips to Los Angeles are worth the effort. The gal on the train is a San Diego beauty.

FRED "SKI-SNOOT" HAYNES could probably offer a little suggestion to BRACKEN on how to play the old "hard to get" angle. Fred's been driving a gorgeous little number from Tabulating back and forth to work for three months now and hasn't even asked her for a date. We think he's carrying that "hard to get" stuff too far--either that or he's nuts!

SECOND SHIFT SHEET METAL cont.

in the future with this victorious sub-assembly team and it should be of great interest.

Another one of the boys figured two can live as cheaply as one, and by the time you read this DICK GRID will be a husband. And the lovely bride is Miss VERNIECE WELLPOTT, of Vista, California. They will make their home in Bay Park Village. And so to both Dick and Verniece, lots of luck.

Here's a bit of bowling news. FRED HILL slammed out a 287 at the Fourth and Cedar

sprained his wrist the other night shutting off the switch. He thought the lunch wagon had gotten in without his knowing it.

P.S. Just as we go to press we've got to report that the Drop Hammer team took it on the nose from Production Planning No. 1., the writer most of all. Maybe you had something there, Dick.



**"G'WAN BACK T'SLEEP-HE AINT CALLIN'
You!"**

Our bowling team has been on top 'til this past Monday. At that time they were topped to a third place. The season is about half through so for the rest of the season, let's give the boys a little support by being down at the Tower on Monday nights. It's only a rumor, but someone said they also serve beer down there.

Our only resolution for '42 is to have a Sheet Metal column ready for the deadline of each issue of the Flying Reporter. (Then how come this reached my desk two days late!-Ed.)

Happy New Year and don't forget to buy a Defense Stamp and lick the other side--to quote RED SHELTON.

Alleys. We know you're a good bowler, Fred, but you don't have to go to extremes.

Note to Copy Boy RAY MORKOWSKI--I'm brushing up on my Ping Pong also--so look out.

Seeing that the Holidays are here, there is not much in the way of news but in the next issue we hope to have more, so until then, so long.

P.S. Since the plant is blacked out, I hear the day shift is asking for a bonus for working nights.

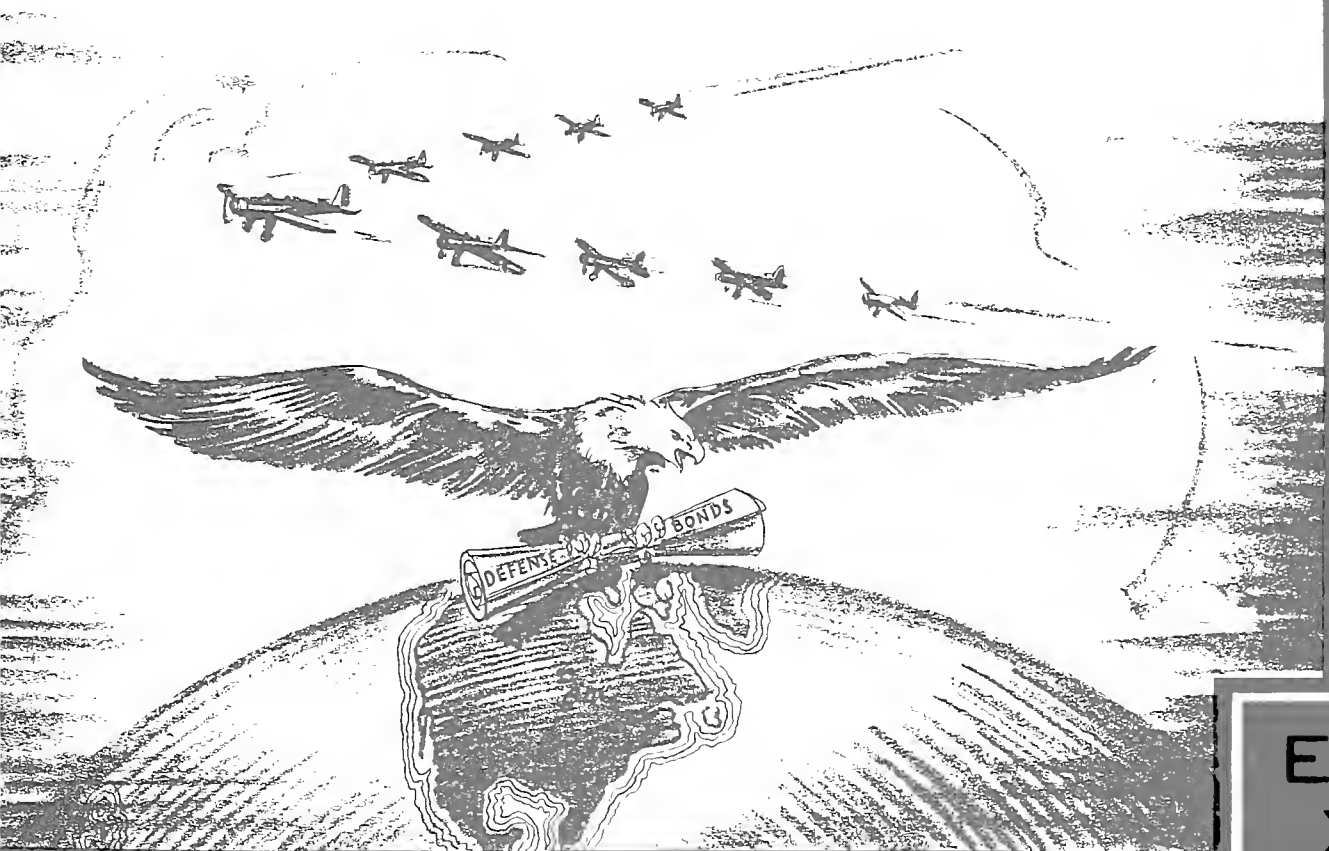


Design for Victory

VICTORY for the Democracies is being speeded by the
VOLUME production of Ryan Trainers for the U. S. Army, U. S. Navy
and friendly foreign governments and their assignment to
VOLUME operations where Ryan planes are playing an important role
in training the world's finest pilots.

Ryan *Flying Reporter*

DEFENSE BOND ISSUE



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PUBLISHED BY AND FOR EMPLOYEES
OF *Ryan* THE
RYAN AERONAUTICAL COMPANY

RYAN FLYING REPORTER

DEFENSE BOND ISSUE

DEFENSE BONDS

To Employees of the Company:

The Ryan Aeronautical Company has inaugurated a plan, effective January 19, 1942, whereby any permanent employee may purchase United States Defense Savings Bonds, Series E, on an easy payment basis by having a designated amount regularly deducted from earnings each pay period.

United States Defense Savings Bonds, Series E, are issued by, and are a direct obligation of, the United States Government. A general description of the bonds are contained on the following pages.

Under the plan, any permanent employee may authorize Ryan Aeronautical Company to deduct regularly a part of his or her earnings towards purchase of these bonds. Whenever an amount sufficient to purchase the bond desired has been accumulated to the credit of the employee, arrangements will be made for the purchase of the bond and to have it registered and delivered by the government as directed by the employer.

Employees now carrying the industrial allotment account with the Bank of America may withdraw the account and convert it towards a Defense Bond, deductions to remain the same or changed to a larger or smaller deduction.

It is my earnest hope that each permanent employee will take immediate advantage of this arrangement which not only provides a systematic savings medium but also affords an opportunity to take a direct part in providing the Government with the funds required to meet its National Defense Program.

J. Claude Ryan



WHY

You

SHOULD BUY DEFENSE BONDS

Because

- 1 It will help National Defense.
- 2 It provides a systematic Savings Plan.
- 3 You can get your money when you need it.
- 4 Your money earns a high return.
- 5 It is the Safest Investment you can make.
- 6 The time to save is when you are earning regularly.
- 7 Every dollar you save instead of spend keeps the cost of living from rising.

ABOUT BUYING DEFENSE SAVINGS BONDS

National Defense is creating more work for many wage earners of the United States and putting more money in their pay envelopes. It means more money for the farmers and for the merchants too. Thoughtful people figure that they should save a considerable part of this extra money to be spent later on, when they will need it more than they do now. These people want to put this extra money:

Where it will be safe.

Where it will grow.

Where they can get it when they need it.

Where it will help the National Defense.

That is why they are buying United States Defense Savings Bonds. You can do the same thing.

HOW TO SAVE YOUR MONEY EASILY

The smallest Defense Savings Bond offered by the United States Treasury can be bought for \$18.75; the largest for \$10,000. If you buy one of these bonds for \$18.75, you will get back \$25 in cash at the end of 10 years.

Some people are buying several of these \$18.75 bonds, or a larger bond, every month. In this way, the Treasury is working to make it easy for the American people to save money, not just once, but week by week and month by month, in order to help their Government and protect their own future.

The United States Treasury is working with organizations of citizens--such as patriotic organizations, business associations, labor unions, farmers' organizations, and women's organizations--to put into effect various workable plans for saving money and buying bonds.

MONEY INVESTED IN DEFENSE SAVINGS BONDS IS SAFE

Defense Savings Bonds are the obligation of the United States Treasury, the strongest financial institution in the world. The bonds are made out in the name of the buyer, and the United States will not pay the money to any other person. You can, however, have the bond made out in the names of a husband and wife; or father and child; or brother and sister; or any two persons; or you can have it made out to yourself but payable, in case of your death, to one other individual you may name.

MONEY INVESTED IN DEFENSE SAVINGS BONDS GROWS

A Defense Savings Bond is always worth what you paid for it. The United States Treasury guarantees this. At the end of the first year, your bond is worth something more than you paid for it, and every 6 months after that, until the end of 10 years, it becomes more valuable. If you hold a \$25 bond (for which you paid \$18.75) for 10 years you will get your money back with 2.9 percent compound interest (which is higher interest than the Government now has to pay when it sells a hundred thousand dollars worth of bonds to some big bank or financial institution).

MONEY INVESTED IN DEFENSE BONDS IS REDEEMABLE WHEN NEEDED

Defense Savings Bonds Series E can be redeemed after the first 60 days at any Federal Reserve bank, or by sending them to the Treasurer of the United States in Washington. As has been said above, they will always bring in cash the amount you paid for them, and after the first year interest will be added. Therefore, do not forget: You Cannot Get Less Than You Paid for Your Bond.

WHERE DOES MONEY INVESTED IN NATIONAL DEFENSE GO?

Defense money is being spent chiefly to pay the wages and salaries of American citizens working in defense industries and the service pay of American soldiers, sailors, and marines, and to buy materials raised on American farms, dug out of American mines, grown in American forests, or otherwise produced by our own people. A comparatively small amount must be used to buy foreign metals and other products which are not to be found inside this rich country of ours and which we need for National Defense; but almost all defense money will be spent right here in the United States. It will not be lost to us; it will go from the United States Treasury into the hands of American citizens, increasing what they earn and enabling them to buy what they need; helping the worker, the shopkeeper, the farmer, the manufacturer. It will make this country safe from attack and at the same time it will help great numbers of our own people to make a better living.

THE UNITED STATES GOVERNMENT BELONGS TO ALL ITS CITIZENS

When you buy Defense Savings Bonds, you are lending money to the United States Government on its "full faith and credit"--and its solemn promise to repay. Is it the kind of Government you want to trust?

The Government of the United States belongs to all its citizens equally. This system of people's government is what is known as a democracy. Most of the American people think that it is the best system of government yet invented. It works best, however, when the greatest possible number of American citizens are interested and alert in keeping informed about the way the Government is being managed. That's why you should buy an interest in the country's defense.

The United States is a very rich country. It has widespread farms producing rich crops, vast supplies of minerals in its mines, many great industries, and active profitable markets where its products are sold. Above all, it has a large population of hard-working good citizens who are eager to better themselves and are keenly interested in maintaining a free system of self-government. Its "credit standing" is the highest in the world.

WHY IS THE GOVERNMENT MAKING THIS OFFER?

If your Government can go to the banks, insurance companies, and other sources of money and sell bonds and notes at low rates of interest, why should it pay almost 3 percent to you, a simple citizen? There are three principal reasons:

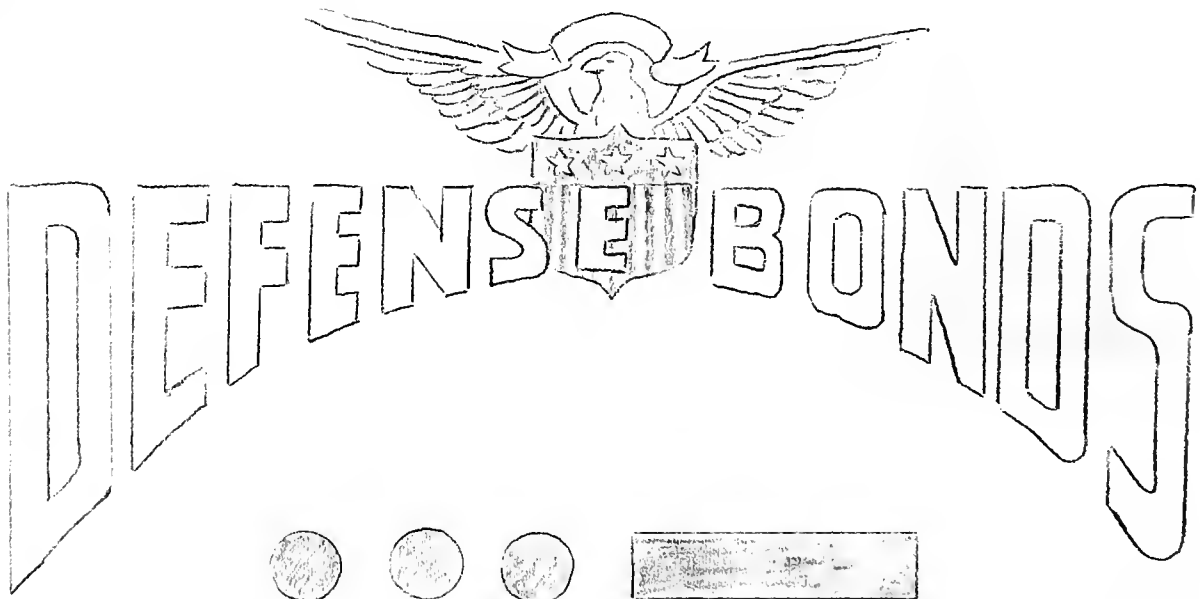
1 It is a good thing for the country to have as large numbers of its people as possible with "a stake" in their Government, as many people as possible who can stick out their chests and say that they are holders of Government bonds. Such people are likely to be especially interested in protecting our American system of freedom and justice, which makes this country such a good country and these bonds such good bonds. This is first-rate insurance for the democratic form of government in which we all believe.

2 Wide buying of Defense Savings Bonds will have a steadying influence on the cost of living. Experience shows that when people's earnings increase suddenly they begin buying many things which they do not need. At a time when much of our manufacturing is being used for National Defense, and not to make articles for sale to the people, too much buying of luxuries is likely to increase the cost of living. It is better to buy Savings Bonds with your extra money.

3 The money spent on Defense Savings Bonds is money "put aside for a rainy day." After the war is ended, there are likely to be serious changes in business conditions in the United States while many industries which have completed their "defense orders" are getting back to "business as usual." During that time of adjustment, it will be a great help to many of you if you have Defense Savings Bonds which you can quickly turn into money. It will help you and it will help the shopkeeper, the wholesaler, the manufacturer, and the farmer--all along the line.

PLAYING FAIR WITH THE MEN ON THE FIRING LINE

The working men of America have as much at stake as the men in the Army, Navy and Marines except that the bulk of the men in the fighting services are being paid \$21.00 to \$35.00 a month whereas industrial workers are receiving in many instances several times as much a week. The men on the firing line are giving up positions they have taken years to attain in civil life, while those remaining in industry are in a position to improve themselves in their chosen field. Certainly none of us on the production line wants to do less than our full share to support with our money as well as our toil those who may have to give up their lives for our freedom and that of our families.



PAY ROLL ALLOTMENT AUTHORIZATION FOR PURCHASE OF UNITED STATES SERIES E SAVINGS BONDS

By _____
(Employee)

To _____
(Company)

I hereby authorize you to deduct from my earnings each _____ the amount of
(Pay-roll period)

\$_____ effective with the pay roll ending _____. Each time the required amount \$_____ has accumulated to my credit, to purchase and deliver to me a United States Series E Savings Bond maturity value of \$_____. Such deduction shall continue each pay period thereafter until (a) Termination of my employment, (b) Written notice by me of the cancellation of this allotment, or (c) Termination of this allotment arrangement by you.

I understand that no interest is to be paid by the company on any accumulated funds.

Register bonds in the name of and deliver to:

Miss }
Mrs. } _____
Mr. } _____
(Show given name, middle name or initial, and surname)

(Number and street) (City or town) (State)

Address of Co-owner or beneficiary if different from above—

Miss }
Mrs. } _____
Mr. } _____
(Show given name, middle name or initial, and surname)

(Number and street) (City or town) (State)

This allotment is made in accordance with the terms and conditions of the Pay Roll Allotment Plan for the purchase of Series E United States Savings Bonds, the receipt of a copy of which I hereby acknowledge.

Witness _____
(Signature of employee)

Date _____ Address _____
(Number and street) (City or town) (State)

NOTE.—The purchaser of a Savings Bond, if an individual, may designate one individual co-owner or beneficiary—but not both. Full name, not initials, and address must be noted.

16-22610

(Amount of Allotment)

(Division)

(Department)

(Location)

(Occupation)

(Working Number)

(Social Security Number)

(Special Information)

INSTRUCTIONS - Tear out card along perforation marks as indicated. Complete the form and turn in to the Personnel Department which will make all the necessary arrangements for the handling of your Defense Savings Bonds account.

TEAR
HERE

TEAR
HERE



**BOMB
THE**

**ENEMY
WITH**

**SIGN
UP
NOW**



BONDS

THE MONEY FOR YOUR PAY CHECK COMES FROM UNCLE SAM THROUGH HIS PURCHASE OF RYAN PRODUCTS.

LOAN PART OF THAT MONEY BACK TO UNCLE SAM SO THAT HE CAN USE IT TO PRESERVE YOUR FREEDOM.

IN TEN YEARS HE'LL RETURN YOUR MONEY TO YOU WITH INTEREST. AND FOR EVERY THREE DOLLARS YOU LOAN HIM NOW, UNCLE SAM WILL RETURN FOUR DOLLARS TO YOU AT MATURITY.

NAME						DEPT. & LOCATION		DEDUCTION		PAY-ROLL PERIOD		1st DEDUCTION		ISSUE PRICE										
M O N T H	PAY-ROLL PERIODS					APPLIED TO PURCHASE OF BOND	NET CREDIT END OF MDNTH	PAY-ROLL PERIODS					APPLIED TO PURCHASE OF BOND	NET CREDIT END OF MONTH	PAY-ROLL PERIODS					APPLIED TO PURCHASE OF BOND	NET CREDIT END OF MONTH	M O N T H		
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5					
	YEAR 19							YEAR 19							YEAR 19									
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 Detach Here

FOR DEFENSE



BUY
UNITED
STATES
SAVINGS
BONDS

Let's Make Ryan 100%

HOW THE BOND PURCHASE PLAN WORKS

VOLUNTARY PAY ROLL DEDUCTION PLAN FOR THE PURCHASE OF U.S. DEFENSE SAVINGS BONDS SERIES E

I. INTRODUCTION

A. To provide a means by which employees may set aside regularly a part of their earnings for the purchase of United States Defense Savings Bonds, Series E, the Company has established, and will administer under the terms and conditions hereinafter set forth, a Voluntary Pay Roll Deduction Plan.

B. Defense Savings Bonds are issued by, and are direct obligations of, the United States Government. They are issued in denominations of \$25, \$50, \$100, \$500, and \$1,000, which are their maturity values. They mature in ten years from date of issue and cost:

\$ 18.75	for the	\$ 25. Bond
37.50	" "	50. "
75.00	" "	100. "
375.00	" "	500. "
750.00	" "	1,000. "

C. Registration - Defense Savings Bonds are not transferable and can be registered only as follows:

1. In the name of one person, for example: John A. Jones
2. In the name of two persons, as co-owners, for example: John A. Jones or Mrs. Ella S. Jones

Note: Two persons may own a Bond. You may name one individual as co-owner with you. Either co-owner may redeem the Bond without the signature of the other.

3. In the name of one person and another person as beneficiary, for example: John A. Jones, payable on death to Miss Helen A. Jones.

Note: Bond may be redeemed only by the owner during lifetime. Beneficiary may redeem Bond only if he or she survives the owner.

D. Investment yield equals 2.9% compounded semi-annually when bond is held to maturity. Bonds may, however, be cashed at any time after 60 days from issue date at the redemption value fixed by the Treasury Department. Their cash surrender values are greater than their cost after they have been held more than one year. (Table of redemption values and approximate investment yields at the beginning of each semi-annual period appear on all bonds.)

E. It is permissible under the law authorizing these bonds that \$5,000 (but not more than \$5,000) maturity value, issued during any one calendar year, January 1st to December 31st, may be held by any one person.

F. Principal Features of the Plan are:

1. Authorization to the Company by employees of periodic deductions from their salaries or wages for the purchase of bonds in specified denominations. The deductions will continue until the authorization is cancelled or changed.
2. Unless authorization is cancelled, the amounts so deducted will be retained by the Company until the total accumulated is sufficient to purchase a bond of the denomination specified by the employee. As the required amount is accumulated, the company will purchase a bond registered in the name or names as requested in the pay roll deduction authorization. Bonds so purchased will be delivered by the Government direct to the employee.
3. Authorization may be cancelled by the employee at any time. As soon after receipt of notice of cancellation as practicable, the Company will pay to the employee the total accumulated deductions then standing to his credit.
4. No interest will be paid by the Company on amounts deducted and withheld for purchase of bonds.

II. PAY ROLL DEDUCTION AUTHORIZATION - On Form Provided

- A. Any regular employee may participate in the plan by executing a pay roll deduction authorization, (see form on middle page). In addition to the name of the employee, location, etc., the form will show:
1. The denomination of the bonds to be purchased and the amount of regular deduction.
 2. The name of the person (or persons) in which the bonds are to be registered and the address to which bonds are to be delivered.
- B. The first deduction will be made as soon as practicable after receipt of the form properly executed.

III. SCHEDULE OF PAY ROLL DEDUCTIONS

- A. On proper authorization, deductions will be made on the following basis:

For Employees Paid

Minimum Deductions

Weekly	\$.50 for each weekly pay period.
Semi-monthly	1.00 for each pay period.
Monthly	2.00 for each pay period.

- B. Larger deductions may be authorized in multiples of the above minimum deductions. Allotments at the minimum rates shown above will purchase a \$25.00 Series E bond (cost - \$18.75) in approximately nine and a half months.
- C. For employees who desire to purchase one or more bonds each month, a monthly deduction of \$18.75, or multiples thereof, may be authorized.

Note: Employees have the privilege of subscribing for bonds of any denomination offered as mentioned on Page 8. However, unless the deduction authorized is increased when bonds of higher denominations are subscribed for, the period of accumulating the purchase price, as well as the period

during which no interest is earned on employees' savings, will be longer. It is therefore to the advantage of the employees to specify bonds of the denomination that can be paid for in the shortest time. Deductions made at the rate of 50 cents a week will purchase a \$25.00 bond (cost \$18.75) in $37\frac{1}{2}$ weeks, whereas a deduction of \$1.00 a week will purchase the same bond in less than 19 weeks.

- D. In the case of an employee whose pay changes from a wage to a salary basis, the new monthly deduction will be four times the former weekly deduction.
- E. If deduction cannot be made because pay due is insufficient, then deduction for that pay roll period will be suspended, and deduction for the amount authorized will be resumed in the following pay roll period.
- F. In the case of advance pay on account of vacations or otherwise, deductions authorized will be made from such advance payments.

IV. CHANGES IN PAY ROLL DEDUCTION AUTHORIZATION

- A. An employee who desires to cancel his or her pay roll deduction authorization may do so by executing cancellation form, and the amount standing to his or her credit will be paid to such employee by the Company as soon as practicable after receipt of notice of cancellation. Employees who cancel their authorization may not rejoin the Plan for a period of three months from date of cancellation.
- B. No partial withdrawals may be made from accumulated deductions, nor will loans be made against them.
- C. An employee desiring to increase or reduce authorized deduction, or to change denomination of bonds to be purchased, or to change form of registration, or to change address, may do so by executing Change in Authorization form. Changes in amount of authorized deduction and in denomination of bond desired may not be made oftener than once in three months.
- D. When an employee leaves the service of the Company, the pay roll deduction authorization will be automatically cancelled, and the Company will pay to the employee any remaining accumulated deductions then standing to his credit.
- E. In the event of the death of an employee, the pay roll deduction authorization will be automatically cancelled. In the event of death, incapacity, or termination of employment of the employee, the Company will pay any remaining accumulated deductions standing to employee's credit to the person properly authorized to receive such payments.

V. PURCHASE OF BONDS

- A. Once each month the Company will purchase bonds, for those employees whose deductions permit, in the denominations authorized, and have such bonds registered in the name (or names) requested in the pay roll deduction authorization. Bonds so purchased will be delivered by the Government to the employee by registered mail, to the address shown on the authorization form.
- B. The Company will notify the employee at the time it makes remittance to the Government for purchase of a bond. If the bond is not received in about two weeks, the Comptroller of the Company should be notified in order that proper follow-up may be made.

VI. RECEIPT OF BONDS

- A. Upon receipt of a bond, employee should verify immediately that the denomination is correct, and that the name (or names) are correctly inscribed on the face of the bond.
- B. In case of error, the employee should deliver the bond to the Comptroller of the Company, together with a signed statement covering the correction to be made. This will permit return of bond for correction at the point where it was originated. In order to avoid errors in the issuance of bonds, it is essential that employees advise the Comptroller's office promptly of any change in the name (or names) in which bonds are to be registered, and of changes in address. This should be done by executing Change in Authorization Form. All matters relating to the bonds after their receipt in form acceptable to the employee should be handled directly by the owner with authorized agencies of the Government. Such circulars and regulations as may be issued by the Government should be retained by the employee for possible future reference regarding redemption, certification, protection against loss, etc.

VII. RESPONSIBILITY

- A. The Company assumes no responsibility in respect of the bonds purchased under this plan after they have been purchased and delivered to employees.
- B. Since the Company will advise the employee each time at the time a bond is purchased, no periodic statements will be issued as to deductions made or balance of accounts.

VIII. TERMINATION OF PLAN

The Plan is subject to discontinuance at the discretion of the Company upon notice to the employees. Such discontinuance, unless authorized by the termination of the offer by the Secretary of the Treasury of the United States, will apply only to new authorizations; allotment authorizations then in effect being continued, unless otherwise instructed, until completion and the bonds purchased and delivered to the employees.

RYAN FLYING REPORTER

Vol. 3 No. 2

keep 'em flying

January 30, 1942

Buy

YOUR SHARE OF

Defense Bonds

Last week Flying Reporter came out with a special DEFENSE BONDS ISSUE, and it is our sincere hope that the great majority of Ryan workers have by now taken advantage of this opportunity to SAVE while HELPING to win the war. If you haven't yet signed up or have misplaced the application form which was part of the special Defense Bond issue, we suggest you contact the Personnel Office which has additional copies of the application forms available for your use.

BUY BONDS TODAY BECAUSE :-

1. It will help National Defense.
2. It provides a systematic Savings Plan.
3. You can get your money when you need it.
4. Your money earns a high return.
5. It is the Safest Investment you can make.
6. The time to save is when you are earning regularly.
7. Every dollar you save instead of spend keeps the cost of living from rising.





RYAN FLYING REPORTER

Published by Employees of the
RYAN AERONAUTICAL COMPANY
Through their Welfare Department
under direction of
MERVIN MARCO and LARRY GIBSON

* * * * *

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Manifold Exhaust	Manny Fohle
News 'n Views	Dick Gillam
Ryanettes	Tom and Gerry
The Kite Maker	Chas. Anderson
Sheet Metal-2nd Shift	E. Magdick

COVER PICTURE - The new Ryan ST3-S seaplane graces the front cover of this issue of Flying Reporter. Full details about the plane are reported elsewhere in the magazine.

CONGRATULATIONS

FATHER GIBSON!

Larry Gibson proved once again that he really believes in doing things in a big way when Mrs. G. presented him with a BIG bouncing baby son January 20th. The new strong man of the Ryan family weighed in on the scales at 10 lbs. 3 oz. "CHUBBY" GIBSON, JR. must be some man! The Doc is reported to have told Larry that he expected the youngster to leave the hospital under his own power. Yes, sir! He's that much of a boy!

NEW APPOINTMENTS

Daniel "Dapper Dan" Burnett, Night Superintendent, was temporarily released from his former work on January 12th and assigned as Assistant Superintendent in charge of production coordination on a new project being undertaken by the company, and which will be handled in new manufacturing facilities recently made available.

This announcement came from the office of G. E. Barton, Factory Superintendent, who also revealed that during the period Burnett is temporarily assigned to the new work, his former duties as Night Superintendent will be assumed by John Van der Linde, Supervisor of Assemblies.

Announcement also came this week from the office of President T. Claude Ryan that George C. Woodard had been appointed Assistant to the President. Flying Reporter's interviewer, Bob Close, will soon give us an intimate story on this newest member of the Ryan executive staff in his "Meet Mr. ____" feature column.

FOREMEN'S

Speaking last week at an informal discussion between Ryan foremen and representatives of the Ryan Aeronautical Institute, Dan Burnett very neatly "hit the nail on the head" when he pointed out that no man, taking any kind of training, can tell for certain - nor can any other man tell him for certain - that any particular course of study will lead up to any particular position or work.

"A number of the men in this group took training under my direction when I was instructing for the Ryan School of Aeronautics years ago. They wondered at that time precisely what opportunities would come to them as a result of that training. I couldn't tell them then, nor could anyone else predict for certain their future. But today many of them are foremen, assistant foremen and leadmen in our own factory organization."

Burnett's remarks were of particular significance to the group of Ryan factory supervisory personnel and Institute representatives who met together last Tuesday evening at Tops for a mutual discussion of the company's financial assistance and sponsorship of home-study training for Ryan workers.

Sam Lipsett, student counselor of the Ryan Institute, laid special emphasis in the dis-

NEW SEAPLANE TRAINER DEVELOPED BY RYAN AERONAUTICAL COMPANY

(Although it has been some time since the new ST3-S seaplane made its first appearance, it was not until this week that the War Department authorized release of the following information concerning this newest model of the Ryan low-wing trainer series.)

A new seaplane model of its latest type primary military trainer has been developed by the Ryan Aeronautical Company, it has just been disclosed. Flight tests have recently been completed under the direction of Joe Rust, Ryan test pilot, who put the new craft through its paces.

Designated ST3-S, the new seaplane trainer differs from the Air Corps' latest Ryan PT-22 trainers only in the substitution of twin floats for the conventional landplane landing gear.

Ryan officials did not disclose the eventual destination of the new seaplane trainer models, indicating merely that tests had been conducted for some weeks on the new naval pilot training type.

Last year the Ryan company tested a similar seaplane trainer, but of an earlier model, and made volume deliveries to the Fleet Air Arm of the Netherlands East Indies. These planes are now being used extensively in Java to train pilots for the Dutch Indies navy.

The new ST3-S seaplane trainer is powered with a 160 horsepower Kinner radial engine, and is the first radial powered Ryan trainer to be available as a seaplane. Last year's STM-S2 model was equipped with an in-line 150 horsepower engine.

The seaplane is 22 feet 5 inches long and has a wing span of 30 feet 1 inch. The fuselage is of metal construction and the wings are fabric covered over wood and metal structure. Student pilot and instructor are seated in tandem open cockpits.

The United States Navy now uses Ryan NR-1 landplane primary trainers at its new Jacksonville, Florida, school but does not operate any Ryan seaplane Trainers. All seaplane trainers thus far constructed have been exported.

CLUB MEETS WITH INSTITUTE

cussions upon the fact that Institute courses are not expected nor designed to create any particular opportunity or position for the student. Rather they are solely for the purpose of preparing men to take advantage, by means of new knowledge acquired, of whatever opportunities may naturally arise in the course of a man's regular duties with this or any other company.

Institute home-study courses in Aircraft Construction and Maintenance, Aeronautical Drafting and Engineering, Aircraft Power Plants and Airplane Stress Analysis are available to all employees on a weekly payroll deduction plan whereby the Ryan Aeronautical Company matches dollar for dollar whatever money the student himself invests in his institute training. However, every effort is made by student counselors to advise employees insofar as possible concerning their own aptitude for the various training courses. Recommendations are occasionally made that students do not enroll for certain types of instruction which may require more educational background than the individual possesses.

Colin A. Stillwagen, director of the Institute and Controller of the Ryan School of

Aeronautics, pointed out to the group in attendance that the Ryan Institute is not a wholly owned subsidiary of the Ryan Aeronautical Company as many may have erroneously believed.

In addition to the Ryan company there are approximately 40 other stockholders in the Ryan Institute including such outstanding aviation experts as Thomas Wolfe, vice-president of Western Air Lines; Gordon Brown, domestic sales manager of the Douglas Aircraft Company; Albert C. Essig, prominent Los Angeles aviation advertising executive, Harry Adams, Douglas engineer, and many others.

In attendance at the meeting were some 30 members of the Ryan Foremen's Club headed by Ace Edmiston. Also present, in addition to those already mentioned, were M. Marco, personnel director; E. A. Moore, Assistant Factory Superintendent and Joel Whitney, registrar of the Ryan School.

Employees having any questions concerning Institute training will find their foremen willing and anxious to advise them regarding the instruction and it is urged that they take advantage of this opportunity to discuss the matter with them.

How to Prepare

YOUR INCOME TAX RETURN

Read this---consult it in making a pencil draft of your return---and then, for further assistance, see the Deputy Collector who will be on hand at the factory February 19 and 20 to answer your individual questions regarding the preparation of returns.

This year millions of persons who have never before given a thought to the filing of a personal income tax return will be confronted with the task of preparing a return and paying a tax on their 1941 income. Higher wage scales and considerable overtime work have tended to raise annual earnings while the new tax bill has lowered exemptions and increased rates.

This means that everybody's tax bill will be considerably larger than it was last year. Therefore, in order that Ryan employees could make advance plans to meet their income tax obligations when due, the January 9th issue of FLYING REPORTER contained a table showing the approximate tax payable on net incomes of certain selected amounts.

Every single person who received \$750 or more and every head of a family who received \$1,500 or more during the year 1941 must file a return. However, everyone who files a return does not necessarily have a tax to pay because, as will be shown, certain expenses and exemptions are allowed as deductions from the amount received before the tax is computed.

In this connection it may be mentioned that a person is under no duty to pay more taxes than necessary any more than he is expected to pay \$50 for a suit of clothes marked at \$40. The Government does, however, require that all items of income be reported and exacts heavy penalties for deliberate failure to do so.

Income taxes are based on "net income", which is the taxable gross income less certain allowable deductions.

The greater part of all payments which the average person receives are considered to be taxable gross income and must be reported. This includes salaries and wages, interest, dividends, commissions, bonuses, rents, gains or losses on sales of securities and real estate, royalties, etc.

Certain types of receipts are not taxable income and need not be included in the return. The more common of these are compensation insurance benefits, insurance col-

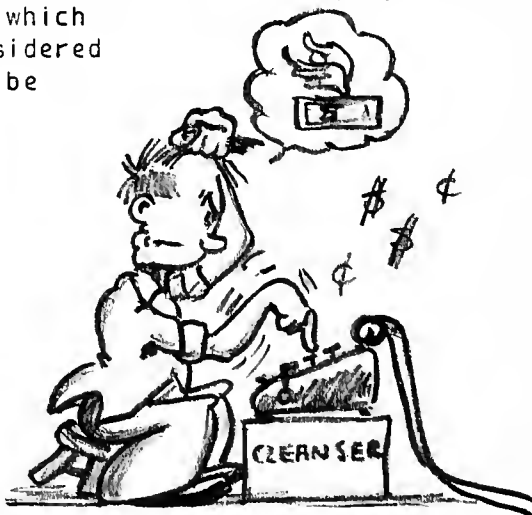
lected on property losses which do not exceed the value of the loss, unemployment insurance benefits, gifts, proceeds from life insurance policies, alimony and separation payments and social security benefits.

Allowable deductions are certain expenses which may be subtracted from gross income before computing the tax. As was stated above, it is expected that taxpayers will take advantage of legitimate deductions. Every \$1 of deductions means a saving of approximately 10¢ in taxes.

As a general rule, any expenses incurred in earning taxable income are allowable and may be deducted. Personal living expenses, such as rent, clothing, medicine, etc., are not deductible nor is the expense of commuting to and from work. These are allowed for in the personal exemption, credit for dependents and earned income credit which will be explained later.

Among the expenses which may be deducted are labor union dues, employment agency fees and tools needed on the job which must be furnished by the employee. Contributions to your church, the Red Cross, Salvation Army, Community Chest, etc., are deductible up to 15% of net income.

Interest paid on loans, bank loans, mortgages, etc., if paid in cash, is also deductible. However, finance



charges on installment purchases are not deductible as they are regarded as part of the purchase price.

Certain taxes are allowed as deductions but usually only by the person against whom they are assessed. In this category are real estate and personal property taxes, California State income tax, automobile license fees, California State unemployment insurance contributions, admissions and amusement taxes and taxes on telephone bills, telegrams and cables.

Certain other taxes, however, are not deductible because by the wording of the law they are imposed on the seller and not on the buyer. Good examples of these are the California State and Federal taxes on gasoline and the California State sales tax. They are NOT allowable deductions. Other non-deductible taxes are those imposed on tobacco and liquor and Federal old age benefit contributions.

Deductions are allowed for losses to property, including automobiles, resulting from fire, storm or accident and not covered by insurance.

After entering on the return the items of gross income and subtracting therefrom the allowable expenses, the remainder is the net income. From this may be deducted the personal exemption, which is \$750 for a single person and \$1,500 for the head of a family with a credit of \$400 for each dependent; the balance is the "surtax net income" which is taxable at rates of from 6% up, depending on the amount thereof. The surtax net income is then reduced by the amount of "earned income credit" to arrive at the "normal tax net income" which is taxable at a flat rate of 4%. The surtax and the normal tax are added together to find the total tax payable.

To assist you in computing the earned income credit the involved language of the statute has been reduced to the following simple terms:

(a) Earned income means wages, salaries or other compensation for services rendered.

(b) If the net income is \$3,000 or less, the earned income credit is 10% of the net income regardless of the amount of the earned income.

(c) If the net income is more than \$3,000, the earned income credit is 10% of the earned income or 10% of the net income, whichever is less. However, the earned income credit cannot be less than \$300 or more than \$1,400.

* * * * *

Under a new provision added by the Revenue Act of 1941, a taxpayer having a gross income from salary, wages, compensation for personal services, dividends, interest, rent, annuities or royalties of \$3,000 or less may elect to compute his tax in a manner quite different from that outlined above.

Under this "optional method" the taxpayer files his return on Form 1040A and has only to refer to the tax table printed on the form in order to compute the amount

of his tax. But, since the tax computed under the Optional Method is sometimes larger and sometimes smaller than the tax computed in the regular way, the taxpayer should make his computation in both ways before deciding on which method to use.

The rate table used under the Optional Method is based on the theory that the average taxpayer's deductions will be approximately 10% of his gross income. Accordingly, if his deductions are more than 10% of his gross income, the regular method will usually produce the lower tax. For example, assume that a single person has a gross income of \$3,000 and allowable deductions of \$500. Under the Optional Method his tax would amount to \$197. Computed in the regular way it would be only \$165 as is shown below:

			<u>Tax</u>
Gross Income	\$3,000		
Deductions	500		
Net Income	2,500		
Personal Exemption	750		
Surtax Net Income	1,750	6%	\$105
Earned Income Credit	250		
Normal Tax Net Income	<u>\$1,500</u>	4%	<u>60</u>
Total Tax			<u>\$165</u>
* * * * *			

All income tax returns must be sworn to or affirmed by the taxpayer before an officer authorized to administer oaths. Joint returns must be signed by both spouses and sworn to by the one preparing the return. Federal returns may be filed with the collector of Internal Revenue, San Diego, California, at any time up to March 15, 1942. The entire tax may be paid at that time or it may be paid in quarterly installments, in which case one-fourth of the amount due should accompany the return.

* * * * *

In addition to the Federal return, residents of California are required to file (cont. page 16)



Meet

WILL

VANDERMEER

...—by BOB CLOSE

"Will" was kind enough to spare a few minutes from the pressing job of designing work on the new model to say a few words about himself. And he happens to be so busy that I didn't see how he could jump from one extreme (his early life) to the other (engineers asking for advice and instructions) and still have a ready smile and usual pleasant manner all the time I talked with him.

You know, Will was born in Holland where they had invented propellers before people even thought about flying machines. His early childhood was spent around these windmills and I'll bet his goal was set, or, shall I say, at least influenced, to lean toward aeronautics while as a young man he observed them and thought much about their action.

Grammar and high school were spent in Drachten, Holland. He attended college in Leeuwarden, Holland, where he graduated as a Mechanical and Electrical engineer. In addition to this, he was always digging into this new field of aeronautics coming to the front at that time.

After his schooling, he spent a few years using this mechanical and electrical engineering knowledge to supervise the building of high tension lines across country, and later go be in charge of power units at one of the large factories. He was also assistant of the Chief of Traction at the Electrical Railroad Company in Himburg, Holland.

Of course he still designed and built these new-fangled flying machines and were it not for the depression would have made out all right.

Due to his wife's allergy to damp climate, a trip to the United States was the next move. Leaving his home land, friends, and work he and his family arrived in the United States in 1930 and found the California climate, at Ontario, to their liking and settled down. Of course, Will's command of his new language was not exceptionally good, and this was somewhat of a drawback when applying for jobs.

Finally, accepting a night shift job at a factory, he settled down to learn his adopted language. His confidence in speech returned with the passing of each month. He left this position to enter his desired work in aircraft and started work under Millard Boyd at the Zenith Aircraft Company in Santa Ana, where they, as a team, were designing six and seven passenger airplanes.



Old man depression stopped all work, including designing on the Zenith planes, and Will found himself looking (as millions of others were doing at that time) for another job. Times were tough, but he finally found work at the Security Aircraft Company in Downey, California. Here "Will" and Millard Boyd engineered and obtained an A.T.C. on a low-wing side-by-side trainer. There are still a few flying around.

Will and Boyd decided to give their experience to a new up-and-coming company in San Diego known as Ryan Aeronautical Company. And out of their experience, working with Claude Ryan, came the first all-metal low-wing monoplane trainer known as the S-T which was far in advance of its time. It still holds

(continued on page 14)

SLIM'S PICKIN'S _____ BY SLIM COATS

These days things happen so suddenly that a man has to get his worrying done very quickly, or he'll miss out. We were going to give up the Philippines in 1945, but we don't like to be hurried. Now we'll have to get 'em back to keep our promise. But America is a fighting nation and as soon as we get over our ideas of sportsmanship we will go places like a fellow with a life pass on a railroad.

A lot of we boys will have to register soon now. The Government hasn't guessed my age yet, but it's getting warmer. Like the old lady enclosing ten cents in stamps for a dress pattern, they ask for it by number.

And this spring they'll probably set the geraniums and Mussolini out on the balcony again.

(continued below)

DON'T LET IT BE SAID AMERICA PRODUCED

"Too Little, Too Late"

We are going to miss DAPPER DAN BURNETT while he is taking over the construction of a new project. We'll miss his visits and bits of advice, and we'd like him to know we appreciate the many times he went to bat for us. It is the consensus that there is nowhere in the entire industry, a man better qualified to build a ship. Dan has been building ships since the days when they were bamboo, string and rice-paper. Good luck from the gang, Dan.

We also had the pleasure of meeting our new superintendent, JOHNNY VAN DER LINDE, for whom Dan used to work, and from the looks of that grin, everything is going to be as fine as top strawberries. We haven't caught him looking over our shoulder yet, but if he ever does, here's hoping that whatever we are doing is right, either on purpose or accidentally.

A word from "Congressman" RAY MORROWSKI, who is in Washington, tells us that Congress is right up on its toes every minute, and has just voted to reduce the amusement tax on casket handles. That's in there pitching.

We hear that BUD MUNDELL is about to receive a commission in the Air Corps. As we understand it, the three qualifications are: Down your liquor like a soldier, carry it like a Marine and borrow it like a sailor.

JIMMIE LARSEN asserts that an icicle is a drip caught in the draft.

Welcome to our new contemporary of the Drop Hammers, LYNN HARRINGTON. Now perhaps we can hear the real low-down on BILL CORNETT, DICK GILLAM and their Ubangi's. Dick is reported to have said, "all that stuff you hear about the South American way being so good is a lot of helium." Maybe too, we can find out who the guy is who is cracking his walnuts with the drop hammers. ('Tis too so.)

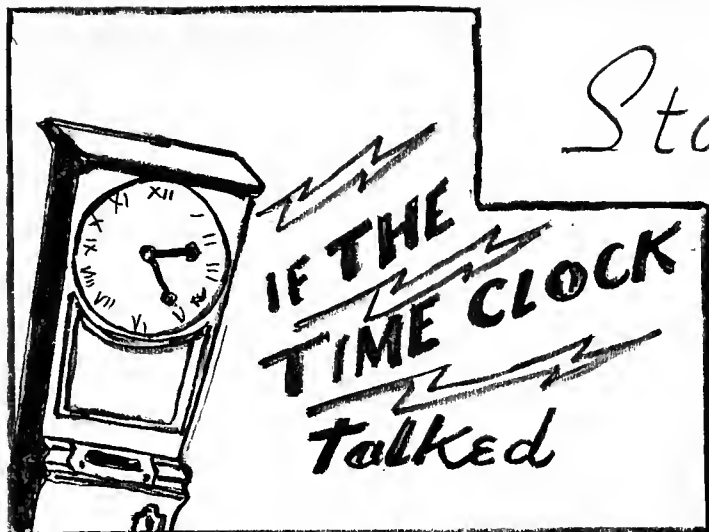
HAP MILLER's New Year celebration was a success. He borrowed three "C" clamps to reduce the size of his head, his eyes were ace-deuce, and his tongue looked like a yard of first-aid bandage. REX SEATON slipped and fell, breaking his New Years resolution which ran all over the sidewalk.

K. A. MCCOY is having his wife move into the doghouse so that he'll have room to store his car tires. (No fooling.)

G. J. RODGERS is resting up a bit after his strenuous vacation in St. Louis. That's where they performed the famous operation on the girl with the upside down stomach. St. Louis is noted for its medical science. An audience once took the heart out of me when I was playing vaudeville there.

J. C. SMITH's New Year was celebrated with a red nose and a paper hat. The next day he discarded the hat. What's this we hear about Inspector CANFIELD's girl at the Tropics? And BILL HENRY needn't look so smug either.

(continued on page 10)



Startling Facts

The total man hours lost during the year 1941 in the United States through work accidents were sufficient to build the following:

45 Battleships
375 Destroyers
450 Submarines
195,000 Light tanks
125,000 Trainer Planes
75,000 Fighter Planes
30,000 Medium Bombers
or
15,000 Heavy Bombers

In comparison to these figures the time lost through work accidents and minor injuries in our own plant was sufficient to build almost four days production of Ryan trainer planes.

These figures are very startling when we consider the urgent need for more planes and more warships for our National Defense.

The responsibility falls on each individual to appoint himself as a committee of one to see that he completes each work day safely and without injury to himself or his fellow workers.

A ROPE'S END VIEW OF THE DROP HAMMER SHOP

...—by Lynn Harrington

Hyah, Neighbor!

Having received no loud protests against my column in the last issue--(there were a few muttered ones)--I'm going to try it again.

News is scarcer than a clean thought at a burlesque show. But will dig up enough misinformation to keep my corner full.

Joe Louis has done it again and WES BURROUGHS and CHARLIE JARVIE are singing, "Two Lucky People". BOLGER went along just for the ride on Jarvie's 25¢ ticket on a first round Kayo and wound up with half of a \$7.50 pool for 12-1/2¢. If that ain't high finance, pal, I'll pass.

Why has JACK KENDRICK, our heat treat specialist, discontinued those Friday night pilgrimages he used to make?

DICK GILLAM broke down and told me that he and BOB DAWES ride motorbikes because they can stop quickly and turn around fast if they meet a gal who looks approachable. I hear that Bob revised his technique after a major refusal and carried on to final and complete victory.

C. RUSH and Alice Johns have a co-interest in a fine engagement ring and the whole shop wishes them the best of everything and lots of luck.

Rush apparently isn't worried by JOHNNY MOSER's observation that marriage is just like war, only that in war you can fight back.

"POP" LINDERFELT is threatening to retire again but don't believe it. My guess is that his retirements will continue to be from 12:30 till 4 p.m.

RENNIE KLUTH came out on the short end of a traffic citation the other day. Rennie and a pedestrian put on an Alphonse and Gaston act with Rennie finally going through. A National City patrolman, however, said "You can't do that", and hung one on him. Moral: You can't trust a pedestrian.

Planisher QUILL has had sickness in the family and we want to offer sympathy from the whole gang.

The eye trouble around the plant has returned in a violent form to "SCRAPPY JACK"
(continued on page 10)

NUTS, BOLTS AND RIVETS

by noremac

I'd like to HIT Hitler, MUSS Mussoli and NIP the Nippons.

Lieut. Wally Walker visited us last month and he sure looked swell in his O.P.O. uniform.

Asked to give a definition of tourists, a local motor club man admitted that they are the people who travel thousands of miles just to get pictures of themselves standing by their automobiles.

Heard In Final Assembly: I don't have time for yips and yaps. I'm building planes to lick the Japs.

"What are we stopping here for?" the girl asked as the young man halted the car. "I'm afraid I've lost my bearings", he explained. "Well you're original anyway", she commented. "Most of the boys just run out of gas." (continued below)

AS AMERICAN WORKERS LET US PRODUCE "Too Much, Too Soon"

Out our way a pretty young wife treats her husband like a God. She places a burnt offering before him every morning...—

Son: "Daddy, who was Hamlet?"

Dad: "Aren't you ashamed of your ignorance? Bring me the Bible and I'll show you."...—

Eeney, Meeney, Miney Mo. Catch a Jap guy by the toe. If he hollers make him say, "I surrender to the U.S.A."...—

Baby chick, looking around at the unhatched eggs in the incubator—"Guess I'll be the only child. Mother's blown a fuse."...—

The boy was being driven to school by his father. "You're driving awful fast," ventured the boy. "But you don't want to be late, do you?" "No," answered the child--then after a moment's thought, "But I'd rather be late than absent."...—

Six Nazi pilots appeared before the pearly gates. St. Peter sized them up and asked who they were. "We are German airmen", said the Nazi with the biggest iron cross. We were shot down over England. Can we get in?" Without answering a word, the heavenly gatekeeper disappeared. Finally he returned and opened the gate half way and said, "All right, those two over there may come in." "But there are six of us," said the German spokesman. "How about the other four?" "Sorry, boys," answered the Saint. "According to the communique of the German High Command only two pilots were lost over England today. Those two may come in. The other four can go to hell!"...—

Ford: "Who is that Mr. Edwards you consider so important nowadays?"

Rigley: "You must know him. Until defense made things scarce we used to call him Screw-

ball Sam when he came around to sell us things.

We heard a friend say the other day that when he wants a favor of anyone he usually waits until that person has eaten. By the way, did anyone ever see a fat, jolly banker?...—

Dad and son were talking about the family car, the cost of gasoline, the tire situation etc.

"Do you think they'll ever find a good substitute for gasoline and rubber?" asked the son.

"They have that now, son, and I wish you would give it a trial."

"I've never heard of it. What is it anyway?"

"Shoe leather."...—

He applied for a job on a construction project. The foreman looked him over skeptically. "Are you really fit for hard labor?" "If I'm not, then some of the best judges in the country are crazy."...—

"How is your cold, Bill?"

"Terrible."

"And how's the wife?"

"About the same."...—

The best ten years of a woman's life is that period between 28 and 30...—

A man upon arriving in heaven saw a couple of beautiful girls. He remarked to a friend, "You know, Bill, if I'd known Heaven would be like this I'd have stopped doctoring my liver ten years ago."...—

It takes a ship's cook 30 minutes to clean a chicken but it takes a chicken only five minutes to clean a ship's cook.

-- KEEP 'EM FLYING --

Slim's Pickin's cont.

If you have a few minutes to spare some day fellows, why not drop over and visit a bit with FRANK WALSH. He's out of the hospital now, and in a position to talk back. Drop around, will ya, huh? H. W. PIDCOCK became so Jap Scrappy that he's left us to join the Navy. Good luck, Wes.

"ALI BABA" WEBER has been trying to live within his income, but finds he's a bit cramped for space. It took BOB DAWES three days to help his girl friend move her things. Where does she live, Buckingham Palace?

Have you ever noticed how the fellas like to share jokes, cartoons and news items with others? Sort of share your good fortune movement? Well, then doggone it, why didn't DE WITT CLINTON introduce us to the beautiful girl he was leading through the plant?

And speaking of girls again--Ah-- GENEVA "HEDY LA" GRAY--like Beethoven's Fifth Symphony---constant repetition, with frequent variations of a basic theme. Have you ever visited O. G. ROMIG's place, Stone Age, at Fallbrook? If you haven't, brother, you've missed one of the show places of California. I'm not kidding. And you don't know what Western hospitality is until you've been out there. Take my word for it.

We are a bit disappointed in our new contemporaries, Tom and Gerry. We had expected a ringside, blow by blow description of the sweater contest. This not being forthcoming, we had to "rustle" our facts, "cold turkey". For your information fellas, the contest was staged in the Conference Room of the Black Out Building (which incidentally is a very poor place to conduct a contest of this nature) on December 23rd. The judges, FRED FORD, E. P. MALLOTT, MERVIN MARCO, O. F. RIGLEY and Chairman EVERETT SHERMAN were unable to be present, so the contest was decided by popular vote. Guess who won. None other than our old friend PAT KREGNESS with MARGARET NELSON as runner-up. It was quite an (censored--Editor) event, and in case you are interested we will furnish you the names of all the contestants and the order in which they finished. Congratulations, Pat.

We have just been working on our income tax and finally found what became of our money. Part of it was spent on liquor, some of it on women, and the rest we spent foolishly.



Behind the In

with Wm van den Akker

One of the most striking examples which one is able to see in the average aircraft factory is the long rows of partially completed fuselages which everywhere-meets the eye.

In this article we will go behind the scenes and by means of a word picture construct a fuselage.

A tremendous amount of planning and work is done in preparation for rapid production and the accurate work required of the aircraft worker of today.

The material used for skin construction is first cut into proper shapes in the cutting department. Stacks of material, generally around 14 sheets, are stacked, clamped together and drilled in one operation. In this manner uniformity is established with speed.

The sheets are now routed, which consists of a cutting operation for openings, fittings etc. The last operation entails the painting of one side of the sheet which will, on assembly, become the inside of the airplane.

The first step in the assembly of the fuselage consists of riveting three pre-cut, pre-drilled and pre-routed sheets together. This forms a flat sheet of such a shape that when the extreme edges are riveted together a tail cone is formed. This is exactly what happens in the second operation, when the final riveting is completed, along the top seam of the tail cone.

A Ropes End View contd.

HALE. It varies, however, in that it is now coming on suddenly with no symptoms except that the victim is overcome by a feeling of aggressiveness and that the effects are quite painful but not lasting.

Add to the list of traffic casualties RAY "BEDROOM ROMEO" TREAT and HARRINGTON himself, who tried to make a nickel do a dime's work in one of those infernal machines with which the streets of San Diego are littered.

Scenes

FUSELAGE ASSEMBLY

At this point in the assembly the bulkheads are installed and riveted through pre-drilled holes to the skin. The bulkheads act similar to the iron or copper bands around a barrel, except that they are placed on the inside of the skin instead of the outside. In this way they brace the structure, making for rigidity and giving strength where needed.

Painting is now completed on the inside of the tail cone, after which brackets, etc., are attached, and to them minor assemblies will be attached later. The tail cone is now mounted in the master fuselage jig.

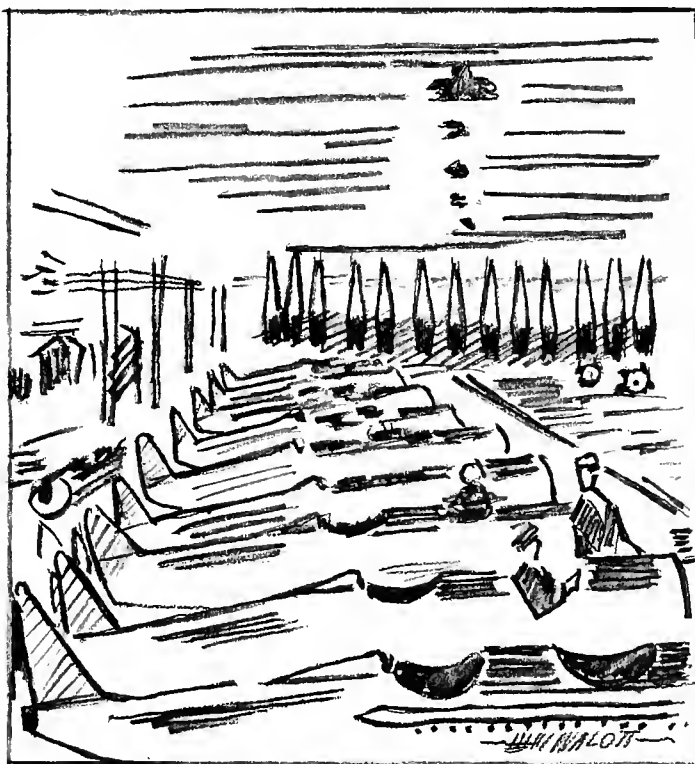
By now the reader can easily see that the operations involved here are not so simple and easy. In fact extreme care must be exercised at all times, for it is here that careful alignment and precision work will form a basis for sub-assembly installations, final assembly etc.

The fuselage department is ably captained by T. J. "Joe" Johnson, who has been with us for several years, and is definitely an "old timer". Joe, as he is affectionately known by all of us here, has had a wide experience in the aircraft industry, having been formerly employed by Consolidated Aircraft Corporation and Douglas Aircraft Company.

Here with the Ryan company Joe has served in Manifold, Inspection and Sub Assembly departments and has now reached his present position as foreman of the fuselage department. Joe says a good riveter must be fast, accurate, careful, and drive his rivets uniformly.

The assembly of the fuselage proper begins with the installation of bulkheads 1, 2, and 3 in the main assembly jig, after which the front and rear floor assemblies are added. Then in successive order the torque tube bushings are aligned and the skin is wrapped around bulkheads and pulled into place.

Anyone who comes around at this point will hear an infernal racket as each riveter tries
(continued on page 18)



The second half of the night league bowling schedule has opened with a very enthusiastic reception from everybody. The three Drop Hammer teams came through in good shape with ten points out of a possible twelve. Drop Hammer 11 picked up enough pins for high team series and SPIKING of the Hammer Heads slammed out a 232 for high game. Sheet Metal, first half champs, have been going around with a comparatively subdued air. I wonder if the results of the last two weeks have anything to do with that?

Which reminds me that I saw HAP MILLER the other day down at the Tower Bowl as full of energy as though he had been shot in the arm with a pint of assorted vitamins, including B² and the Scandinavian "?".

"Hyah, Hap", I said, "How you doing?" "Rotten", he says enthusiastically. Didn't understand how one could work up so much enthusiasm over hard luck until I saw who Hap was bowling with. Yeah, Hap was doing all right.

MAINTENANCE

...—by Pat Kelly

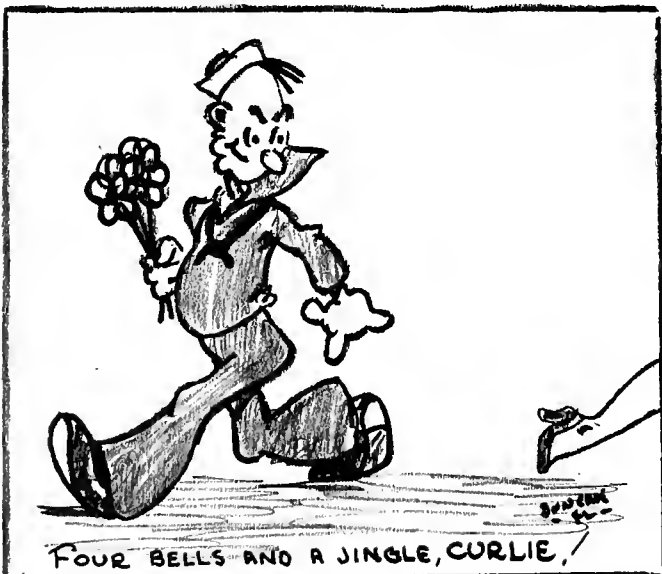
Much water has passed beneath the bridge since last we made a literary effort. First the war took a quite serious turn. Then the holidays rolled around and entangled us in a knot we have just managed to untie. Without making any rash promises as to the future, we will try to do better.

"CURLIE" CORMANY has given his answer by enlisting in the Navy. With his intelligence and cheerful nature, his rise should be rapid. He undoubtedly will carry on that grand old tradition of having a girl, or two, in every port. "Curly" follows in the footsteps of "BIG ED" RUIZ who entered the Army some time ago. Ed may very well be a veteran by now.

McFARLAND, erstwhile third shifter, is becoming used to the mid-day sun with the day crew. Buen venido, Mac. Also with us is SMITH, that tall, dark and handsome boy from 'way down in 'Bama. Mmmmmmm. RUSSELL, who was on sick report, is back and shooting bigger and better sparks in all directions.

A short time ago CORNELIUS was up on the hydro press. With the electrode in his right hand, a bracket to be welded to the press in his left, and holding on with the other, he was having a bit of trouble getting a current to suit him. After several attempts he finally threw up his hood, mopped the sweat from his brow and glared down at his helper. Said he, "Dammit, gimme some heat up here. Gimme all ya got. Set that dial on MINIMUM!"

(continued on page 17)



FABRIC HO-LOTES

by Dorothy Kolbrek...—

Well, here I am again. But golly sakes! I don't know what to say. Isn't that a hot one? A woman without a word to say.

You know I've been trying to figure out why we have so many policemen in our department, but now I know--it's to direct traffic. I just wonder if our personnel head could be connected with Ziegfield in some way, or maybe Earl Carroll's Vanities. Incidentally, we have two more girls. This time it seems to be the long and the short of it--no offense.

We have a record in our department. In almost eight months at Ryans, GUNDA HYAT has not been late or missed one moments time. More power to you, Gunda.

Why all the long faces in the Fabric Department? Why, didn't you know? CARL E. PALMER is on vacation. We really do miss him with his cheery hello and ever-ready smile.

VIRGINIA FINNEGAN is back after almost two weeks of illness and we were glad to see her too. MARIE HEBERLIE is still on the absent list.

Say, who said anything about income tax? Does anyone know a Philadelphia lawyer? I've got the TAX-I blues.

It seems as though some of our gang have the wanderlust. One week-end they go to the mountains to cool off, rolling around in the snow and making snow-men, and the next week they go to the desert to get warmed up. Ho, hum. Ain't life funny?

Boy, oh boy, did we have fun when they came with the badges with the pictures on them. Most of us had to get acquainted with ourselves all over again. One girl said, "How in the world have I got by all this time?"

WANNIE EDENFIELD went to San Francisco last Saturday. She says she had a fine trip. Being married has its disadvantages, doesn't it? One misses so much in life, doesn't one? I guess the only journey that I'll make will be that long trip from which there is no returning. A one-way trip, so to speak.

Well, folks, you will have to excuse me, I just can't think of anything else to say so will ring off with the promise to do better next time. So long.

RYAN

Manifold Exhaust

...—by Manny Fohide

As a result of the United States' entry into the war, we can all expect a wide and rapid change in the order of things both socially and economically.

It is understood that the 1942 edition of "Who's Who" will list only those persons owning automobiles equipped with fairly new tires. Owners of late model hot water bottles are to be recognized also in a special section of this publication.

I see by the papers that there is to be a shortage of gin but there is enough good bourbon whiskey flooding the market to last at least five years. It has been suggested that we drink our toast dry now as a means of conserving butter. (Some pun--Ed.)

DON'T LET IT BE SAID AMERICA PRODUCED "Too Little, Too Late"

CLIFF SCATES, fearing government seizure of all rubber supplies, threw his new bowling ball down the canyon in back of his house. Authoritative sources have informed us, however, that the real reason behind it was that Cliff became sorely disgusted because of the ball's ability to dodge the "King Pin".

Speaking of bowling balls, JIMMIE LARSON claims his team "blew" three games the other evening and no amount of persuasion would cause him to confess that they really ran into a better bunch of boys and that "blowing" was hardly the word for it.

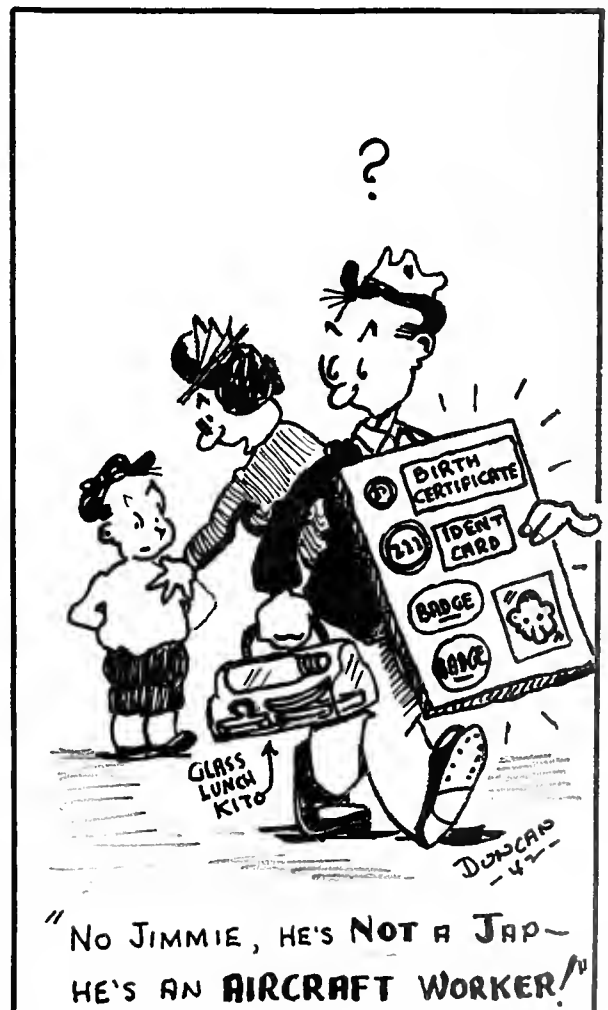
The surest sign that winter is definitely with us is that CHARLIE LAMBERT has forsaken his summer skimmer for the warmth of a pearl gray fedora.

Some of the boys, with a sense of humor, sent one of our newcomers about the shop on a fruitless search for a left handed monkey wrench. We can overlook a greenhand doing this but when a guy like "Chief Walker" who is considered an old timer, as old timers go, walks up to the tool crib and asks for an "odd sized" pair of calipers, that really takes the oil cloth blotter.

GIEST, who claims to have formerly been a butcher and at present works in the cutting department, quietly fainted all over Dr. PAT's floor the other day upon seeing blood issuing from a jagged cut on his finger.

I have only one suggestion to make to HANK RICKMAN's missus in regard to improving her gingerbread and that is to insert two pieces of it in Hank's lunch pail instead of the usual one.

Will close with the observation that there are a great many two-faced people working at Ryans judging by the faces worn on the new badges and the ones they wear on their shoulders.



NEWS 'N VIEWS

BY DICK GILLAM

It doesn't seem quite right to start out this column with bad news but with Dapper Dan leaving the second shift and going on the first there are no words I can say that will make this parting cheerful. Old Dan has been on the second shift for quite a time now and is known and liked by all.

In the absence of Dan Burnett let's all get together and show our new Night Superintendent, JOHN VAN DER LINDE, some of this good old second shift spirit and cooperation.

I want to thank D. J. DONNELLY for the lovely picture he drew of me. Those that did not see it cannot appreciate the finer things in art. It was really a masterpiece with emphasis on the bow legs.

The first class in Material and Processes started off with a bang for the second shift boys out at the State College, Jan. 14th at 12:00 o'clock noon. Many of the fellows came a little early so as to find their classroom, and seeing so much of that feminine loveliness strolling on the campus and in the halls that it was not until our teacher, W. J. VAN DEN AKKER, came along that order was restored and the wolves corraled. Then we had to find our room. When it was located there was still a class in it and we had to wait in the corridor.

C. RUSH was pretty well acquainted with a couple of coeds and some of the boys were a little envious.



THE CLASS STARTED WITH THE BOYS OVERLOOKING THEIR TEXT BOOKS!

J. WHITE stood there like he had ants and forgot his powder, RAY TREAT drooled a little, and BUD FINCH's eyes were going in circles like a merry go round. Finally our class got under way and everybody settled down to study.

Jack Hale came to work with a swell pair of eyes last week. One of them looked like the entrance to a coal mine and the other looked like a fried egg. Jack says that the Texan looks a lot worse, but the only way he could would be to have two black eyes.

Spring has sprung or at least it's in the air because ADOLPH BOLGER expressed his urge to go fishing in the cool calm ocean with BILL EVERLEY. It was a different tune he was singing on his last ocean voyage. But then that's spring for ya. Speaking of spring, another journalistic drop hammer man has sprung up and it's none other than LYNN HARRINGTON with his column, "A Ropes End View of the Drop Hammer Shop". All I can say is we're glad to have you with us, Lynn, and I think your column is swell.

more about WILL VANDERMEER

a first position among aircraft of this type. Following in rapid succession came the S-C, the YO-51, the ST-3, and many others, of which Will has been one of the main sources of engineering design information.

Will's hobby is music. Until recently he played the piano with gusto, but this has slowed down because he feels that the music coming from his phonograph records is of a much better calibre.

When I asked him about the future of this company in aviation he said that he knew this would continue to be a progressive company and he wanted to be a part of it.

All will agree that this team of Will and Millard Boyd strive to keep them moving--to keep them flying.

ryanettes

by tom and gerry

Hello for all! No we haven't turned Southern on you--it's just a leftover from that foot-wearing Army dance on Thursday, January 8th. If you were by the United Air Lines hangar around nine o'clock you could have not only heard but seen just how well the Southern part of the world takes everything in hand. It was a good old-fashioned dance, cement and corn meal included (by the way, have you ever danced on cement and corn meal? Oh, my feet!) Even with those drawbacks we had a wonderful time. We didn't know that we had such talent in our plant, but the MODERNNAIRES blew that fallacy to the high heavens, cause they were sure "cooking with gas". We also want to thank Joe Johnson and the Fuselage Department for the contribution of the piano. It was sure swell of them. (continued below)

AS AMERICAN WORKERS LET US PRODUCE "Too Much, Too Soon"

We would all like to know who the individual is in Time Study who is making cow eyes at one of our fair maidens in Planning, or is it vica versa?

We thought Ryan's didn't employ juveniles, but we can't understand who BETTY HINES was with just long enough to collect a most gorgeous case of Measles. Could it be she spent too much time in Bakersfield? However, she is back on deck again going full blast and very nice to see her, too.

In case you're wondering why BETTIE FORBES is walking around in a daze, it is because she went over to the Main Office the other day, and what do you suppose was there? Well... he is about six foot two, with eyes of blue, and wears the prettiest blue uniform with gold stripes, and well, that should be enough to give you an idea of why our Bettie is swooning all over the place. I don't blame her either, 'cause I saw him too.

Since the last time we went to press, we have gathered into our fold two new girls, SARAH LIPSEY, of Laboratory, and VIRGINIA McDonald of Contract Planning. Growing, aren't we?

Sorry to see MILDRED ALKIRE so downhearted these days, but the soldier she met at our dance has been transferred to a different post too far away to get down here at noon. Cheer up, Mildred--National defense, don't you know.

Even though I had my eye on GERRY WRIGHT the night of the dance, she appeared one morning with the left eye all swollen shut, with the story that it was an Army Hat, but I wonder?

Sorry to have gone on so about the dance, but it was really something and the boys were very appreciative and you have no idea, girls, what you did for Army morale. Those who didn't attend sure missed out, but maybe someday there will be another.

Bye for now. See you later.

MORE CAUTION URGED

It is my urgent request that every fellow employed in our organization appoint himself a committee of one to eliminate fire hazards.

Help Keep Aisles Clear

Keep in Mind Location of Fire Extinguishers.

Do Not Block Space Around Fire Extinguishers.

Remove and Discard Oiled Rags --- the accumulation of these may result in spontaneous combustion. More caution maintained by each individual will help eliminate many fire hazards and make Ryan Plant SAFE to KEEP 'EM FLYING.

Gratefully,

DAN DRISCOLL
Fire Chief.

THE KITE MAKER

BY CHAS. ANDERSON

Here is one copy of the "Reporter" that AL JESKY won't send home. It seems that he has a ticket, caused by (as the Latins would say) Non-Stoppus de Boulevardus.

STEPP bought a "40" De Soto the other day. Morgan thinks it was the seven tires that cinched the deal.

Flu victims in Wing: BEEBE, CARLETON and myself.

Last week Easy North lost his watch (in a drawer). He gets excited and calls the Guard House. Easy finds his watch (in the Drawer), calls the Guard House----"So sorry, just a mistake. What a man! What a man!"

CALDER is having his troubles on the Marriage question. He can't figure out what to do about the local girl; if he should marry that Tucson gal. CHARLIE FLOTO recommends "J. J. THE WOLF", on matters such as that.

ROCKY's gal friend is getting married--and not to Rocky. That's all right though, Rocky. There are a lot more fish in the sea although you gotta watch your bait.

MINOR got his deferment after two weeks chasing around with the "Red Tape Boys."

Last week the Wing Department took nine out of twelve games, so our bowling is improving. CARP and MINOR each bowled over 225 last week to get a key ring.

Brownier visited his brother at Fort Ord week before last. He says he really had a good time. In fact he liked it so much that CARP is having a hard time trying to talk him out of joining.

"Harry, we don't mind you borrowing a little rubber cement, but we don't want you wasting it."

That brunette at the bowling alley last week caused a lot of commotion. J. J. and FLOTO really tried

hard. PARKER was brought down because his gal friend was there. ZOOK and ZULSOORF wouldn't even sit down on the bench with her. I wonder if their wives sitting up there had anything to do with it.

MAST is still wearing the white collars to work.

TOMMY SHOWS is getting weaker. He was really fagged

out last week. BENNETT says he knows the reason.

BILL (HORSE-TRADER) CLEVELAND traded in 'Old Paint' on a motorcycle.

The wife of one of the boys left him a couple of weeks ago. Some guys don't know when they're better off. Isn't your freedom worth gettin' up an hour earlier, cooking breakfast, packing your lunch, making your bed, doing your shopping, cleaning house, cooking dinner, doing the dishes, etc., etc.

HELP! Maybe it isn't. After reading what I just wrote, I can't figure out why I have been single so long.

WING DEPARTMENT

From time to time it has been brought to our attention that the "Kite-Maker" title didn't sound very much like a Wing Department column. This contest then, shall be for a new name for our column. A carton of Philip Morris Cigarettes will be the prize. Put as many names as you care to in the box on Bud Beery's desk. This contest is open to members of the Wing Department only.

Bud Beery, Mel Minor and myself will act as judges. Don't forget to put your name and number on your suggestion.

INCOME TAX RETURN cont.

a return and pay a State income tax. Although the State return is similar to the Federal, the following differences are important:

(a) The personal exemption is \$1,000 for single persons and \$2,500 for heads of families

(b) The rate is 1% on the first \$5,000 of net income.

(c) The return is due on April 15, 1942
Persons becoming residents of California during the year are required to include in their State returns only that portion of their income received and deductions applicable since their arrival in the State. However, the personal exemption for the entire year may be taken.

SHEET METAL

SECOND SHIFT...—by E. Magdick

Well, to start off this column we will have a little bowling news.

The second shift bowling season is now at its half-way mark, and at the half mark we have none other than the Sheet Metal team in the lead by approximately four or five games. All the fellows on the team were awarded a prize of nine dollars with which they purchased a new bowling ball. So, in the second half we should really get the pins.

ANDY FURDOCK, a member of one of the teams ran off a nice score of 257 the other day. Unfortunately, it wasn't in a league game. Just the same, Andy, it's a good game. Keep up the good work.

In the second half we have a few new teams joining the league. So you guys get in and pitch because that trophy is mighty nice.

Nothing has been said about our foreman on the second shift so at this time I would like to introduce our likeable and efficient foreman, CLARENCE HARPER. He's the little guy you see running around the department, and for a guy who's so short, he really gets around.

What Production Planning guy has been wearing his favorite neck tie lately? Could it be that he has a new gal friend? Yes, BYRON, I do mean you.

ROGERS and his gal friend, Peggy Richards, took a week-end jaunt to Yuma and there they

became Mr. and Mrs. Rogers. This Sheet Metal Department is doin' all right. That makes two hook-ups in two weeks. Well, the best of luck to both you and Peggy.

Best wishes for a speedy recovery to "WOODY" THOMPSON who was operated on for appendicitis at the Mercy Hospital. We will be expecting you back soon, "Woody".

We welcome back SAM and RUDY, two fellows from the Sheet Metal Department who helped on the job across the state line. Now that your little vacation is over, guys, you can get your nose to the grindstone again.

It seems as though STINGER who works on the brake was going to pull a gag on his friend J. HAIGHT. Well, somehow or other the gag backfired and Stinger was left standing in an embarrassing position. The rest is censored, so you will have to see either Haight or Stinger for further details.

Now that Spring is just around the corner, it has been suggested that some soft ball teams be organized on the second shift. Last year we had a good team, but we were handicapped by not being able to obtain any games. If we get an early start, we should be able to get some games lined up. If nothing else, we can organize department teams and play each other. How about it, fellows?

That's all there is; there ain't no more. Keep 'em flying. See you in the next issue.



MAINTENANCE

MILLIKAN and JOHNSON joined the Owls Club the other night. We don't know who took who, but evidence points to the fact that both made a big splash.

FISHBURN is mighty proud of that new set of tools Ol' Santy brought him. We think 'twas a real sensible Santy. To show his appreciation Bob should gather in an armful of points on the chart Burt was explaining to us.

"TWO GUN" WAGNER, former Kansas cow hand, is seriously considering applying for a job as deputy sheriff at Bostonia. Seems like some one got the drop on Wagner in the wee small hours of a recent morning and when Wagner went for his shootin' irons, they were gone, so he promptly reached for the stratosphere.

KNX INAUGURATES ALL-NIGHT RADIO PROGRAM

Station KNX, Columbia Square, Hollywood, inaugurated this week radio's first organized plan to bring to hundreds of thousands of Southern California citizens, whose daily lives have been revolutionized by the nation's war-time industrial needs, a full-fledged all night schedule of outstanding broadcasts on a par in interest, timeliness and excellence with the best program schedule maintained during the normal radio day.

This marked innovation in broadcasting history is a direct result of a survey of "swing shift" war workers and their social life made by Russ Johnston, Program Director for the Columbia Pacific Network. Realizing that the nation's "all-out" war industrial plans had revolutionized the daily lives of hundreds of thousands of citizens in the Southland area, Johnston studied the social customs of industrial workers and their families.

It was found that "swing shift" workers who emerged from dozens of huge plants at midnight "dined" with their families at 1 A.M. and then attended dances, motion picture shows and sports events, or spent the "evening" until 5 or 6 A.M. with their friends before retiring anywhere from 5 to 9 A.M.

In all this social upheaval there was found a crying need for first-class radio fare. Workers and entire communities complained that they missed important daytime radio features in which they were interested. They wanted good music, late news bulletins, dance bands, swing sessions, drama -- and suggested an early-hour program devoted specifically to the interests of social organizations and defense groups active in these early morning hours.

Following a thorough study of this unusual situation, Station KNX, already on a 24-hour schedule, decided to build a broadcasting schedule from 1 A.M. to 5 A.M. fulfilling these needs with outstanding programs on a par with anything offered during the regular evening hours.

A feature of this new KNX schedule will be the programs of Diana Gayle, "Swing Shift Sweetheart" of the air, whose broadcasts of songs will be interspersed with her own news items and bulletins concerning the social activities of various groups in the war industries.

Among the programs scheduled from 1 A.M. to 5 A.M. will be re-broadcasts of New York Philharmonic-Symphony programs; Frank Graham's "Nightcap Yarns"; a five-times-per-week serial drama, "Sally of the Stars"; Columbia's "Report to the Nation"; "The People's Platform"; Kay

Behind the Scenes, cont.

to outdo the other in installing rivets. The rivets are driven by means of an air driven gun. Generally the manufacturing head of the rivet is outside while the rivet bucker is inside. The riveter can "feel" when the bucker is "on".

Two taps by the bucker indicates "O.K." while one tap means, "Hit it again." Three taps means, "Aw nuts! Take it out."

As part of the riveting, the tail cone is riveted to the main portion of the fuselage.

Now comes inspection and removal of the fuselage from the jig.

Our fuselage is now in the "carrier position" in which it is set on a framework such that it can be rolled along the production line. The fuselage is now inverted and the belly skins (front and rear) made a part of the structure.

Upon completion of this operation the fuselage is again inverted and assemblies are completed. This latter means the installation of gas tank support members, rudder supports, fire extinguisher brackets, turn-over posts, flight report holders, etc.

The final operation consists of clean up and inspection.

We can all appreciate the fine work which fuselage assembly is doing, not only from the standpoint of quality, which is essential at all times, but also from the point of view of quantity. We all owe these boys a vote of thanks for their very fine production work. I'm sure that if those charged with the heavy responsibility of mass production could see these boys in action, they would for the moment forget the work bottleneck.

Thanks fellows, for good work and lots of it.

To the Ryan Employees--

We wish to express our gratefulness to our fellow employees and friends for their kindness shown to us, both in financial and floral offerings, during the recent illness and death of our beloved wife and mother.

Charles W. O'Neil and children.

Thompson and her Rhythm Singers; "Brush Creek Follies"; concerts by the Cleveland Symphony Orchestra; "Wings Over Jordan"; "Hi Neighbor"; Columbia's Country Journal; Lud Gluskin's Orchestra; "Calling Pan-America"; and many other important radio features.



Design for Victory

VICTORY for the Democracies is being speeded by the
VOLUME production of Ryan Trainers for the U. S. Army, U. S. Navy
and friendly foreign governments and their assignment to
VOLUME operations where Ryan planes are playing an important role
in training the world's finest pilots.

Ryan **Flying Reporter**



NAVY WINGS

← OFFICIAL U. S. NAVY PHOTO

Vol. 3 No. 3

FEBRUARY

20TH

1942

PUBLISHED BY AND FOR EMPLOYEES
OF *Ryan* THE
RYAN AERONAUTICAL COMPANY

RYAN FLYING REPORTER

Volume 3 Number 3

KEEP 'EM FLYING

February 20, 1942



THEY PROBABLY SMILE

THEY PROBABLY SMILE

To think how their treachery caught us unaware--how we, a powerful nation in preparation for war two years, were caught by surprise through their scheming trickery and laid open to defensive disadvantages.

THEY PROBABLY SMILE

To watch our Democracy slowly swinging into wartime gear when it took them, as dictators, but the flash of a finger to place the entire population beneath their thumb, to turn every man, woman and child into servants for the perpetration of their ruthless aggressions.

THEY PROBABLY SMILE

To see labor problems arise because we as a nation insist on the right of the working man to work for a fair wage, to work a reasonable number of hours and to work under the best possible working conditions.

THEY PROBABLY SMILE

To see our defense industries slowed down at times because of maladjustments in the supply line which we as Americans insist on ironing out according to our own democratic principles.

BUT.....

(cont. page 16)





Published by Employees of the
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Through their Welfare Department
* * * * *

Editors: Bill Wagner; Sue Zinn
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A Word of Praise Dan Driscoll
They Probably Smile A Second Shifter

Departmental Contributors:

Sheet Metal-2nd Shift	E. Magdick
Maintenance	Pat Kelly
Wing Tips	Chas. Anderson
Fabric Highlights	Dorothy Kolbrek
Ryanettes	Tom & Gerry
News 'n Views	Dick Gillam
A Ropes End View	Lynn Harrington
Nuts, Bolts & Rivets	Noremac

C O V E R P I C T U R E

Navy Wings are being won by hundreds of naval pilots who receive their initial instruction in Ryan NR-1 low-wing trainers. This official U. S. Navy Photograph, furnished through the courtesy of Capt. C. P. Mason, commanding officer of the Naval Air Station, Jacksonville, Florida, shows a group of the Ryans in a "V for Victory" formation flight.

DEADLINE for copy for the next issue of Flying Reporter will be 5:00 p.m. on Wednesday, March 4th. What about seeing some new faces in that Contributor's List. Turn 'em in to LARRY GIBSON in the Tool Room or in the Personnel office. We've got a swell magazine so let's keep the news a rollin' in.

* * * *

Habit is a cable; we weave a thread of it every day, and at last we can not break it.

---Horace Mann

RYAN FIRE EATERS WIN PRAISE

High praise for the bravery, swift action and efficiency of Ryan volunteer firemen was expressed by city fire department officials in connection with the fire early last Sunday morning in a spray paint booth of the paint shop.

Ryan volunteer smoke-eaters from Manifold, Drop-Hammer, Carpenter Shop and other assigned fire stations responded promptly to the siren which told of the paint shop fire.

By quick action and clear thinking our own firemen, trained by Fire Chief Dan Driscoll, brought the flames under control by the time the city fire department arrived.

The brave and intelligent manner in which the boys went after the fire is a real tribute to the Ryan Fire Department and their Chief, and was responsible for the relatively minor damage to work in process and to the building and equipment. A GOOD JOB, WELL DONE!

A WORD OF PRAISE

Say, fellows about that Paint Shop fire Sunday morning--There is this to say: A great deal of credit and praise is due Dick Gillam, "Red" Becker, Egbert, Kell, Maydrick, Hinckley, Jones, Cook, Kennedy, Moser and Cramer for their quick action and efficient handling of the fire equipment.

Their heroic efforts and the faithfulness of all the volunteers who stood by their posts, ready to rush their equipment into action at a moments notice, saved the day.

To all volunteers, please accept my sincere gratitude for your service and loyalty to the Ryan Fire Department.

Let me add that every employee can show his loyalty in like manner by keeping in mind that the Siren is sounded for fires only and act accordingly. Do nothing to hinder the action and movement of firemen. Help to keep aisles clear and roadways open. Keep cool and obey orders from the guards.

Sightseers are a menace to fire fighters and so do not collect in groups at the scene of the fire. Do not hesitate to report any seeming fire hazard you may chance to discover regardless of its insignificance.

"Warningly" - Dan Driscoll
Fire Chief

RYAN EXECUTIVES RECEIVE NEW APPOINTMENTS

Executive appointments announced last week brought greater responsibilities to three veteran Ryan employees whose years of service with the company have prepared them for the new positions which they have now taken over.

Walter O. Locke, formerly Service Manager, has been named Contract Administrator and Assistant to the Manager. Locke's new duties include handling and following through on all steps necessary to carry out government and other contracts and to assist the General Manager and Works Manager.

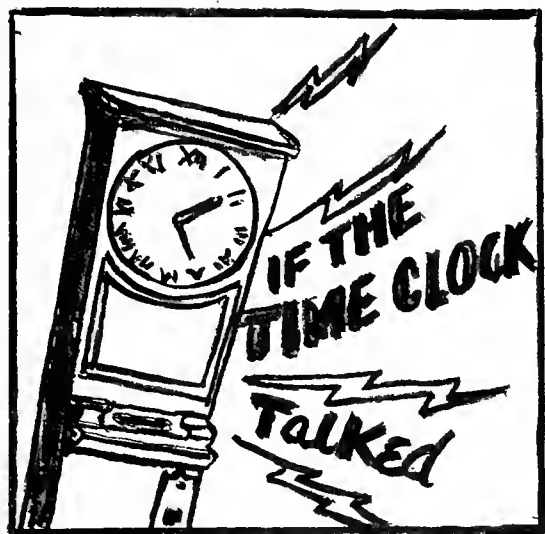
Melvin E. Thompson succeeds Locke as Service Manager. His years of experience in the shop and later as Chief Inspector have given him a close familiarity with Ryan military trainers so necessary in the execution of the new work just undertaken.

Lawrence "Larry" Beers of the Accounting Department has been assigned as coordinator of all matters pertaining to certain contracts now being worked out with the government. Further amplification regarding the contracts

involved in this particular assignment is not available for release at this time.

And, it is with regret that the editors of Flying Reporter learn that Mervin Marco, whose interest and enthusiasm were largely responsible for the birth of Flying Reporter, has left the employ of the company.

FEDERAL INCOME TAX consultants to assist Ryan employees, many of whom have never before been required to file an income tax, with preparation of their return have been here for the past two days. Now we receive advice from Controller J. C. Noakes, that a similar arrangement for CALIFORNIA STATE TAX RETURNS will be made for Monday, Tuesday and Wednesday, March 23rd, 24th and 25th. There is of course no charge for the consultation service which is furnished by the State at the request of Ryan officials who realize that many employees are not familiar with the completion of the necessary forms.



SPEAK UP FOR SAFETY

A foreman is usually a pretty busy guy. He has a lot of responsibility and even the best of 'em has about a hundred and one things to think about and check up on every day.

Most of the foremen I've known were glad to get suggestions from the people who worked with them. Did you ever hand any suggestions along to your foreman? If you haven't --try it.

How do you think up suggestions? By just opening up your eyes and really SEEING what's going on around you. It may be you will see a better way of doing a job, or how to save waste material, or even an idea for a new product.

AMONG YOUR SUGGESTIONS,---BE SURE TO INCLUDE ONE OR TWO ABOUT S A F E T Y !

What's more important than saving a life or keeping someone out of the hospital? That's just what YOU may be able to do by spotting a cracked ladder, a machine part that should be guarded, a blocked fire exit, the need for a hand rail, poorly piled material that might fall, or unsafe hand tools.

WHEN YOU SEE SUCH THINGS--SPEAK UP TO YOUR FOREMAN. He's the one who can get them corrected. Your suggestions will also tip him off that you're wide-awake and thinking,---and that won't do you one bit of harm!

Frank Merritt, 56 year old riveter in Joe Johnson's "fuselage factory", turned up in the news last Wednesday with a photograph and article in the San Diego Tribune-Sun about his early association with the Wright Brothers at the time of their first successful flights at Kitty Hawk in 1903. Thirty-six years after that historic December day in 1903 when Wilbur Wright made the first flight in a heavier-than-air craft, Merritt returned to aviation, joining the Ryan organization. As Merritt relates, "The farmers in the neighborhood said you couldn't haul fertilizer or plow with an airplane so what good was it." The following article about "What Happened at Kitty Hawk" is reproduced here through courtesy of Air Youth Horizons magazine in which it recently appeared.

The story of the Wright brothers' invention includes almost every phase of aeronautical history lived over again. Four centuries before the imaginative Wrights, Leonardo da Vinci had made the first real start toward solving the tremendous problem of heavier-than-air flight. During the next four centuries, experiments and knowledge, much of it useless, piled up. The first to tackle this knowledge, to discard what was useless, to preserve what fine truth was essential and add a wealth of original findings which ultimately spelled success, were Orville and Wilbur Wright. The Wright brothers, bicycle shop proprietors and self-trained scientists from Dayton, Ohio, accomplished in a few years what other men had been trying to do unsuccessfully for centuries.

As hundreds of would-be inventors had done before them, the Wright brothers first studied bird flight, then built box-kites and gliders. In a back room in their little bicycle shop they experimented with wing surfaces and airfoils in a wind tunnel of their own invention, built their own engine and designed their own propeller for that first history-making ship.

The Wrights had the example of other men rather than their findings to profit by. In the long process of their self education, they discovered again and again that flight enthusiasts such as Chanute, Lilienthal and Langley, however admirable their efforts, had somehow come down to earth with wind and air pressure tables which were not at all reliable.

The two young bicycle-makers of Dayton had studied bird flight for two or three summers and had flown a biplane kite before essaying a biplane glider which had the wing tips drawn down slightly like those of the soaring gull, a rough weather bird. During the summer of 1900 they took their glider to Kitty Hawk, North Carolina, recommended to them by the government Weather Bureau as a place where smooth hills, open country and--more important--where steady prevailing winds might be found. Kitty Hawk, moreover, was one of the most isolated spots in the country--fifty miles from any railroad station. Here if anywhere, the Wright brothers decided a man might experiment with an alleged crack-

What Hap

pot idea quite undisturbed. Kitty Hawk and its wind-swept sand dunes occupied a narrow strip of orphaned coastline separating Albemarle Sound and the Atlantic.

The brothers' first problem was to learn to control their glider by means of their own warping wing principle. It had been Wilbur's suggestion that the wings be controlled by warping them as one might warp the sides of a cardboard box; by this means wing surfaces on one side of the glider could be presented at different angles to the wind. For weeks the brothers gingerly practiced getting the feel of the air, first flying their 16-foot glider as a kite, then climbing inside and lying prone to coast downhill on air from Kill Devil Hill, largest of the giant sand dunes.

Exhaustive records were kept of hundreds of flights. Annually for three years the Wrights constructed new gliders which embodied new principles they themselves had discovered, each glider becoming longer and narrower as they developed skill and the know-how by which to handle their craft. During the fall of 1902 the brothers recorded nearly a thousand flights in a glider which spanned 32 feet--twice the length of their first--with a horizontal front elevator and a vertical tail or rudder which helped to maintain lateral balance.

After testing more than 200 wing designs and plane surfaces in a wind tunnel set up in the back room of their Dayton bicycle shop, they had discovered to their own satisfaction just how much curve or camber was essential for the wings. That a thick leading edge set up less resistance than a thin edge surprised them as it has many others who have since rediscovered this principle.

pened at KITTY HAWK

Once they had discovered these principles and put them to work--besides learning to control their temperamental craft in winds blowing as much as 25 miles an hour--it was time to attempt powered flight. With the aid of Charley Taylor, their shop mechanic, the brothers built a four-cylinder internal combustion motor which they pepped up to 16 horsepower. Propeller design was the next step, and when they discovered to their pained surprise that no marine engineer could furnish them with any acceptable data concerning the efficient working power of a revolving bladed screw, they diligently set about devising an efficient air-screw, using their own air pressure tables as a guide.

After many weary nights of labor and jousts with the higher mathematics, the brothers decided to use twin wooden propellers six inches wide at the tip and eight and a half feet long. The propellers were attached to shafts of heavy gauge steel tubing by means of metal straps and were to revolve in opposite directions so that the gyroscopic action of one would tend to neutralize that of the other. Sprocket chains, one of which was crossed like a figure eight to accommodate the reverse propeller, led to the engine. Skids were devised as a landing gear to prevent the machine from pitching forward while the engine was placed on one side of the position of the operator so that it would not fall on him should the machine plunge headlong.

A series of mechanical troubles delayed attempts to fly the powered craft in the fall of 1903. First, the steel tubing propeller shafts twisted out of shape, and not until late in November did new shafts arrive. Then the nuts locking the sprockets to the shafts persisted in coming loose. Bicycle cement was

applied and fortunately it worked. But now a spell of bad weather set in. Rain and snow fell as 40-mile winds swept down from the north.

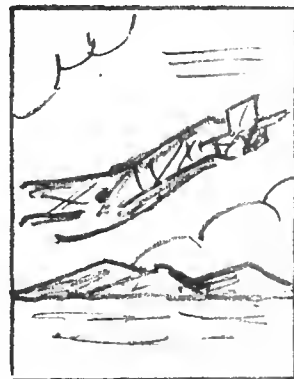
The Wrights were determined to fly before Christmas if possible. They had a distinguished rival in Samuel Pierpont Langley, head of the Smithsonian Institute in Washington. Besides a \$50,000 grant of War Department funds, Langley had spent \$20,000 of his own money in an attempt to do what nearly every intelligent man had declared could never be done--fly a heavier-than-air machine carrying a pilot and motor. Although successful in building and flying powered model planes, Langley and his pilot had failed to practice gliding; in other words they had overlooked the necessity of basic training in the control of a glider or flying machine in winds and eddying currents. The Wright brothers, on the other hand, had emphasized no part of their long training more than this. The Langley pilot, instead of taking off from land was catapulted from the roof of a houseboat moored in the Potomac River. On December 14, the day of the crucial test, the plane crashed into the river just as it took off, and as a result the entire nation hooted and jeered.

Meanwhile the Wright brothers, who had spent less than \$1000 on their wind tunnel and gliding experiments, found themselves still pursued by ill fortune. One of the new tubular shafts cracked and Orville rushed to Dayton to obtain shafts of solid tool steel. Arriving back at Kitty Hawk on December 11, three days following Langley's final attempt to fly, he brought with him a jibing newspaper account of that historical failure.

A sixty-foot monorail was constructed as a launching device. On December 14, "a beautiful day", the Coast Guard men were summoned to help with the first flight. Dubious spectators were impressed with the beauty of the new machine but regarded it as a delicate looking craft, hardly up to the big job ahead.

Since the wind was much too light to permit a take-off from level ground, the track was laid on a nine-degree slope. Wilbur won the toss, and after a few parting words with his brother and a solemn hand-shake, he climbed into the machine and lay prone at the controls, an original method of diminishing wind resistance. The motor was started, the restraining wire was cut and the craft slid smoothly down the track with Orville running alongside in an effort to balance the wings.

(continued on page 15)



SLIM COATS'

SLIM'S PICKIN'S

There are two great birthdays in our quickest month. Possibly three if the reader is a February baby. Washington lived before bootlegging, had no income tax to make out and had no used car to sell. What did he have to lie about?

And Lincoln--a lot of windy orators would do well to remember that it was the Battle of Gettysburg that lasted three days, and not Lincoln's speech. And most of the lawyers who pattern their lives after Lincoln forget that Abe was honest. He played the game straight and came up the hard way, like a cat up a rain spout.

One thing I have noticed about Lincoln's personality --actors who have portrayed Abe on the stage and screen usually inherit some of his fine qualities. There was one in particular who played Lincoln so long on the stage that he lived the role twenty-four hours a day. Porter Hall once remarked about him, "He will not be happy until he is bushwhacked."

Please notice that these gags are not about Abe, but the people who try to imitate him. There is one important rule to remember as laid down by Lincoln, and that is, "You cannot be right on the wrong side of the case."

We noticed that under the 5-5-3 naval pact, Japan scrapped the cruiser Misuyu, but kept the battleships Hitsyu and Sinkyu. A writer recently referring to the birthrate of the Japanese, brings out the point that the Nipponese females produce more children than American mothers. Which recalls the fable: "A doe once passed near a lioness saying: 'I have many children in a year and thou has only one or two.' And the Lioness said, 'It is true; nevertheless, if it be but one, he is a lion.'"

Now I am not the type of columnist known as the key-hole astronomer, but there are many rumors afloat, and from here on out I'll spill everything, like a runaway milk wagon. Have you seen FRENCHIE FOUSHEE's new car? Looks like a juke box. If anyone drops a nickle within ten feet of it, the whole thing lights up like a neon factory, and Bing Crosby's voice pours out of the exhaust pipe.

WARNING: Don't talk to anyone about your job, or activities in the plant. It's as dangerous as sending old lace to the laundry. STANLEY CLIFFORD JOHNSON, "Ole" to you, has just received an invitation from Uncle Sam to join the armed forces, D. E. CARTER is having the same. Good luck, Fellas.

TITUS SATTERFIELD (sounds like the name of a Pullman Car) is in the market for a pair of waterproof f

pockets. JIMMIE NEBEL-THAU's Consair gal swings a mean right hook, besides working in the accounting department. Well, Jim has an eye for figures himself. Never stand back of PETE KLASSEN, left handed bowler, or you are apt to be the victim of reverse English.

We are happy to report that the daily sayings on CHARLIE FRANTZ's "Our Thought Today" Board, are improving. They used to have that old school room flavor, but his Confucious Say is a winner.

SAM BOOTH, looking like a Senator, eating at Bernardini's again. Reminds me, "MUZZ" BERNARDINI informs us that \$200,000,000 is tipped to waiters annually. Brother, that's a lot of gravy for meat balls.

Let J. R. "TARZAN" LUNCEFORD tell you how he ruined his eyes during Hoover's administration. Remember when Hoover promised a chicken in every pot? Roosevelt "aced" him though by giving us two Thanksgivings.

T. CLAUDE RYAN says business is good when a man eats breakfast fast, dashes through traffic to get to the office twenty minutes early, picks up a buzzing telephone and tells a man he is out of town.

DICK "JUNIOR" GILLAM has a new approach to the parking area. He glides to within ten feet of the lot, and makes a three point landing on his face. By the way, both Dick and BILL CORNETT have shaved off their moustaches (?) and are giving BOB DAWES' girl a terrific play. What are you going to do with a bashful guy like JARDINE? His girl owns her own car etc. has a mountain cabin, is beautiful, and the guy wants to play the pin-ball machines. McMAHON going from bad to worse is now with the day Inspection Dept.

Note to BILL WAGNER: Can't you persuade DOC "MOON" MULLINS to write you a few of his Navy yarns? Take my word for it, they are the best. (Slim - Fix me up with an introduction to Moon. I ain't met the gent yet. Will drop over to the jig some afternoon soon.--Bill)

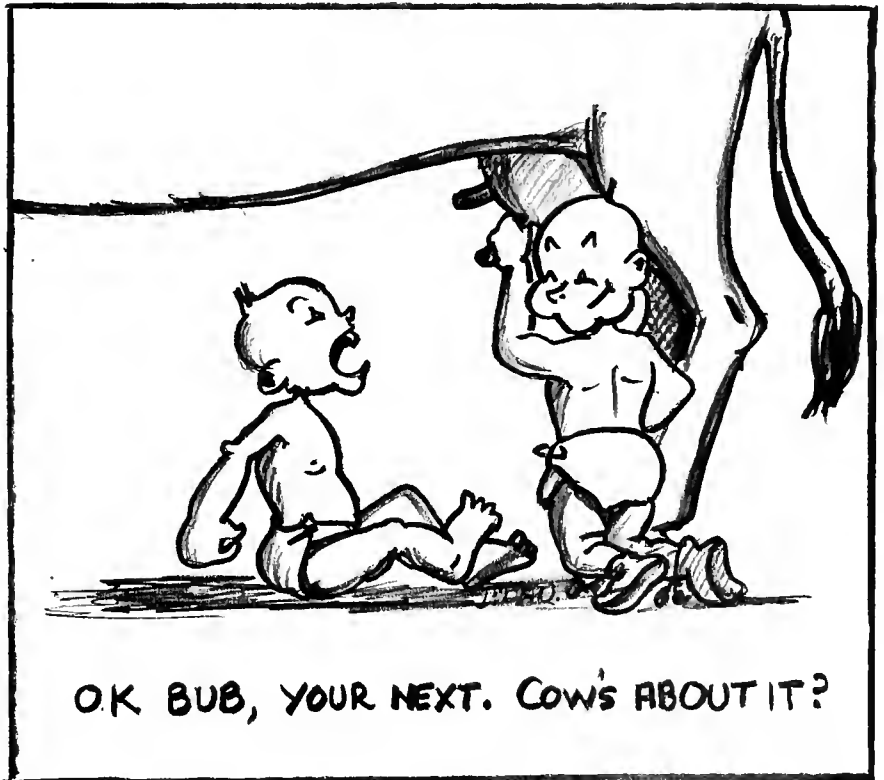
BUTCH ORTIZ insists that SCOTTY DERR worked up a sweat the other night, for the first time in fifteen years. Butch, you wouldn't lie to a pal would you? Thanks to the girl from Toronto, Canada, who wrote us the nice letter. We are glad to see that there are still some people who enjoy reading the finer things. We understand that it is so cold up there now that they are eating penguin stuffed with minced walrus.

We are very sorry to lose a couple of our most colorful and best-liked "old timers", COL. LINTERFELT, and O.G. ROMIG. The colonel intends to spend most of his time fishing, and Romig is taking it a bit easy on his ranch near Fallbrook.

The only time JOHNNY VAN DER LINDE doesn't have a worried look lately is when the Dutch sink another Jap ship. It took over a year for BOB FULLERTON's girl friend Betty to get him out on a dance floor. BUTCH ORTIZ has been trying for two years to get him up on his feet.

St. Valentines Day will be a big day in a lot of lives I betcha. Anyway, JOHNNIE CAMERON and HERMAINE HARRINGTON will be married at Las Vegas, as will J. V. CRAMER and his ever-loving doll Vera. STEVE DEVER also surprised us and was married (Boy, look at all the dinners I'm going to be invited to attend. Wow!) Captain GRAY and MARZELLA AUEN will be married and grow old and gray together--in two weeks. Something about all this Valentine business reminds me of the St. Valentine Day Massacre in Chicago a number of years ago. Well one thing about marriage, when a lady makes a mistake she can always collect alimony on it. And just to show you that there are two sides to everything, even run down heels, we'll tell you about the divorces next issue.

The priorities on rubber really have new fathers LARRY GIBSON and GEORGE DUNCAN gnawing their nails. It seems that the baby's milk bottle aids and abets the baby more than it does the enemy. But the rubber nipple on the consumer's end of the bottle is contraband of mechanical warfare and is among the priorities. It looks like the milk must go direct from the cow to the baby without insulation.



OK BUB, YOUR NEXT. COW'S ABOUT IT?

And now Carl Thomas says his boys can't have oil for their roller skates because the lamps of China come first.

We understand that foundation garments and garters may also be the victims of the rubber priorities. Well, that will probably make the gals less snappy.

Very little interest seems to have been shown in the Sweater Girl contest, probably due to the fact that formidable competition of the girls in the Fabric Department was not permitted. Other girls whom we consider championship material, and who were not in the contest are; AUDREY BAY, GENEVA GRAY, SUE ZINN, BARBARA MOLLOY, NORECE KIRKSEY, ELVIRA CURRY and NINA WRIGHT.

We've just moved our clock ahead to what is called "war time". Why get a farmer up an hour earlier in February to wait for a catalog containing nothing but priorities?

Final Assembly

OR HOW TO STRIKE PAY DIRT

by WILLIAM J. VAN DEN AKKER

Authors Note: The writer of this series of articles which have been appearing in the Ryan Flying Reporter has been threatened by members of the Final Assembly Department for the derogatory manner in which he composed the article in the last issue in his discussion of Fuselage Assembly. In no uncertain terms the Final Assembly Department has demanded an accounting and recognition of the work that they are doing and we might add, good work and lots of it.

It is in the final assembly of the airplane that the future is laid for the continued and satisfactory performance of the airplane. Many of you, I am sure, have purchased new articles such as machinery, automobiles, etc., and have noted carelessness on the part of the final assembly in which nuts were not properly tightened, parts were not fitted together correctly, etc. This is definitely not the case in our final assembly department.

Here in the Ryan Aeronautical Company we have an excellent group of men, and as our author's note will inform you--a spirited group as well. In addition to this we might call the final assembly department the "Pay Dirt" of the aircraft industry.

Upon completion of the work accomplished by the fuselage assembly, the fuselage is sent to final assembly (the assembly at this point is often referred to by members of final assembly as the "ice cream cone without the ice cream in it").

Starting down the assembly line, we come first to Position No. 3 as the fuselage starts on its way to becoming an airplane. Here Charles "Jeff" Jeffries supervises the starting operations. This includes, among other things, a careful inspection on his part

to see that the other departments have completed their work properly.

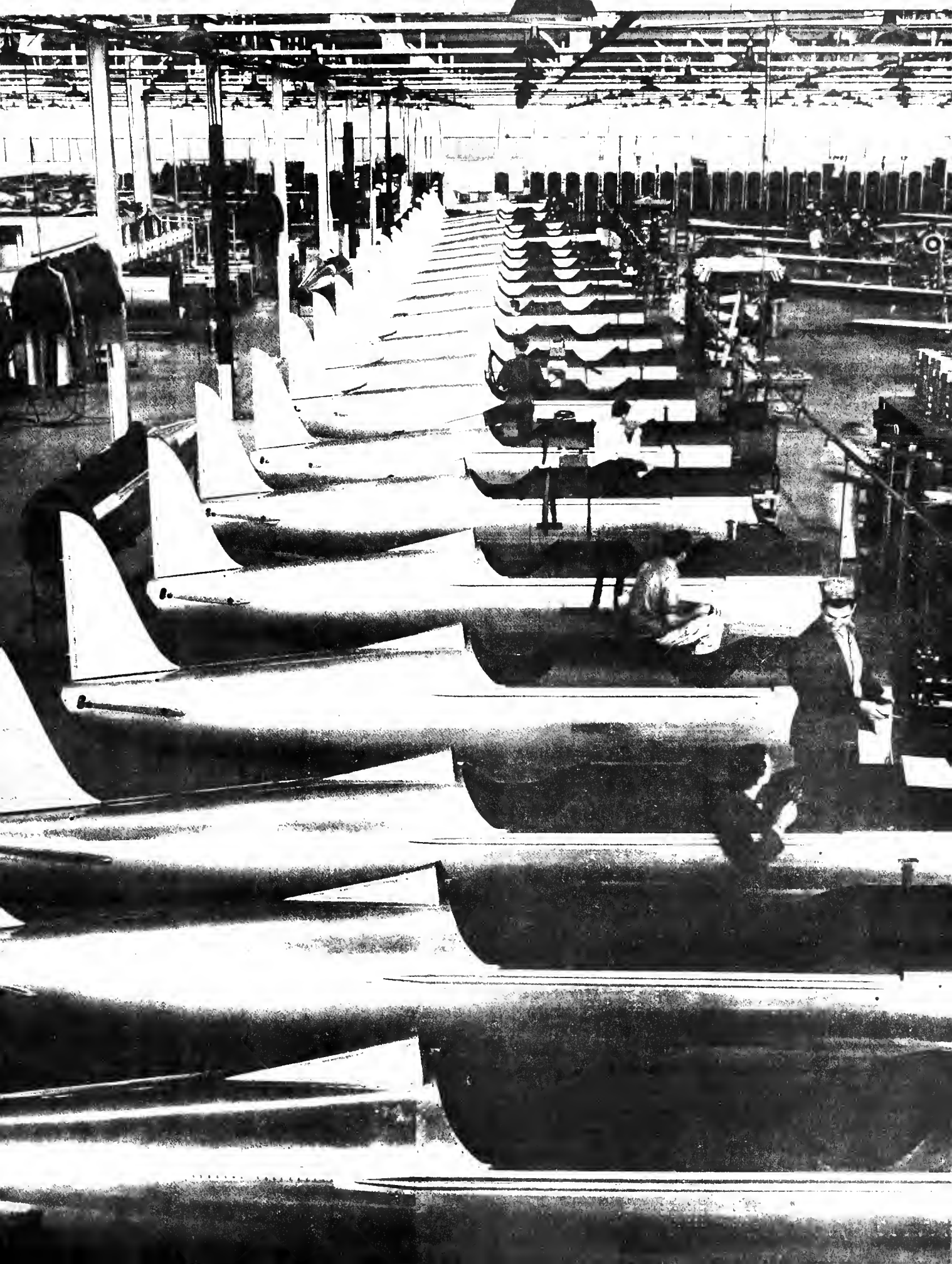
A few of the details to which he and his men must attend are the installation of rudder pedals, hydraulic master cylinders and lines, all control cables and pulleys, throttle control and assembly brackets, engine controls, gas tank support tubes and fire extinguisher brackets.

After these assemblies have been added to the fuselage, "Norm" Larson takes over and installs instruments. The instruments are ordinarily assembled in a unit at the bench in the form of an instrument panel. The accuracy and the performance of these instruments is a function of the installation.

"Norm" and his boys exercise great care in order to install these instruments properly. Next comes the installation of all electrical wiring, etc. We now transfer our airplane to Position No. 4.

Here "Jerk" Hillis and his hearty men attack the problem of airplane construction by installing such items as flap tubes, stub wings, tail wheel, tail surfaces, gas tank, landing gear, flap jack mechanism and control column. The airplane, for now we can call it such, (continued on page 13)





Inside Japan

by DOROTHY KOLBREK

I want to write a series of articles on nations, or I should say the different races of peoples---for instance the Japanese, Italians and Germans, etc. I want to bring out their background, their beginning in history, their habits and customs. Please tell me what you think of this idea; if you don't like it I won't continue.

As you probably know, since the beginning of Japan's history there has existed a caste system. As unreal as it may seem, even in these modern times the caste system still exists. Slavery is as prevalent in Japan as is selling cars in this country.

Poor farmers with a few acres become so in debt to their rich land owners that they sell their daughters to them to get out of debt. These girls are put to work in factories at 25 cents a day, and if they live long enough or are lucky they might buy themselves out of slavery. They are kept almost as prisoners and subsist very poorly, sometimes sleeping twenty or thirty to the room--on the floor of course.

There is one thing that we must remember and I think it will prove very valuable to us. That is, that the Japanese is an imitator, not an originator. Everything that the Japanese have, they have copied from someone else. This is directly contrary to us, for if necessity demands we can originate something almost overnight; believe it or not this is due to the fact that we are a free people. We take it for granted that freedom is a God-given privilege, and we rise to every occasion as the occasion demands.

So far as I can find out, the Japanese race sprang from a mixture of Mongolian and Malayan. Japan of course is a group of small islands, hundreds of them. The total land area is 265,129 square miles or about 100,000 more than the State of California.

Tokyo has a population of over two million. A very small circle control the entire wealth of the Islands. Typhoons are prevalent on the Pacific coastline of Japan. The whole country is besieged more or less with earthquakes. Volcanic eruptions occur regularly but are rarely dangerous. Rainfall in some parts of Japan is as high as 130 inches annually and the temperature ranges from 89 degrees above zero to 40 degrees below zero. Japan has many mountain ranges, some of them as high as ten thousand feet.

Maybe you didn't know this, but Japan ranks as one of the chief sources of copper in the world, most of which has been exported to other countries. However, they do not have enough iron for home consumption. Japan has crude oil too, but not enough, although in 1929 they produced as much as 82 million gallons of it.

Japan has had many wars and they are the natural enemies of Russia. The time is coming when one or the

other will rule supreme, and I believe eventually it will be Russia.

I don't believe that Japan wants to control the United States but they know that they will have to subdue us before they may control the Pacific and our possessions there. How right they are--only they have reckoned without their host. They SHALL never control us or anything that is a part of us.

How can they ever hope to be happy or adjusted until they become balanced? They are fools in their wild dreams. If Hitler has been in part their instigator in all of this, then they should learn soon that they are following wild and fantastic dreams from a mad man, a man who is drunk from his beastial power.

I do not believe the lower classes of Japan want to fight. I don't believe they even know what they are fighting for. They are fighting and sacrificing only because they are told that their souls will be condemned eternally if they do not. And then too, life is not valued in Japan as it is here. So long as those in power in the Land of the Rising Sun obtain their objective, it's of little importance to them how many millions are sacrificed on the altar of War.

We Americans have taken it as our rightful heritage that we were given a brain to use, to think and reason with, and then reach a conclusion and act on it. Let's do!

RYAN

MEET

George Woodard

BY BOB CLOSE

This business of building airplanes has come a long way up the ladder since infancy to near the top, as it is today. The lessons we learned have been bitter and hard. Mistakes have been converted, earlier struggles have been forgotten, yet the experience gained has been valuable in that it has equipped such men as George Woodard with a knowledge of what to do and what not to do in regard to the serious problem of financing, or finding ways of raising dollars to give aviation companies the required force of momentum to their present status.

Woodard, now assistant to the President here at Ryan, has been in a position to see how companies like Lockheed, the present Kinner company, Menasco, Timm, etc., have struggled and solved their earlier problems of financing.

In fact, we will retrace our steps to St. Joseph, Missouri, where George was born. He received his earlier education in St. Joseph and, deciding on a career as Mining Engineer, spent two years in college before he found his adaption to this field was not where his talents lay. He changed to public accounting and financing, which was more to his liking.

He studied to gain the requirements necessary for a position with the Farmers & Merchants National Bank in Los Angeles, where he had moved to join his family. Spending eleven years with this bank gave him a thorough knowledge of this complicated business of finances.

The security business was the next step in his climb and he joined G. Brashears in Los Angeles where the dealings of this company were associated with the struggling avia-

tion industry. It seems as though to build a plane on an idea, one must have money. To get this money, one must have security--and all the security the industry had at that time was an idea.

Well, a business is supposed to be run on a business-like basis, but occasionally deviations are made when people have faith in the future of "just an idea". The security dealer, G. Brashears & Company, of which Woodard was treasurer and director, had enough faith to deviate from sound business policies and take a few chances on faith and ideas, and they carried out various deals on such a background.

One in particular concerned a company with which we are all familiar--Lockheed, which at the time was composed of 38 men who had ideas but no backing. Faith in the future prompted Brashears & Company to take over the insurmountable job of selling stock to a very cautious public, and at a time when everything was haywire. In fact, it was just after the President declared a bank holiday of ten days.

While all people were worrying about how they could keep the money they had, this company, with Woodard in there helping, was trying to sell stocks. In fact, they did sell 200,000 at \$1.40 per share, which is darned good selling under the circumstances. (I'd like a few hundred of those \$1.40 shares now.) This company also saw to it that the initial starting point was secure for Menasco, Kinner, National Iron Works (San Diego) and Timm (incidentally, Woodard was vice president and director of Timm). Brashears also helped underwrite Seversky Aircraft Company in the East (now Republic).

While dealing in securities Woodard came in contact with Claude Ryan and, liking the company's outlook and prospects he assisted with the financing end of our company. In fact, George Woodard was so impressed with

(continued on page 21)



NUTS, BOLTS & RIVETS

BY NOREMAC

The card players were in a long game when one of them finally cashed in his chips and left the table muttering to himself.

"What's the matter, Bill?" asked a friend. "Did you say something about the game being crooked?"

"That I did," Bill said angrily. "And I got out when I found that fellow across the table wasn't playing the cards I dealt him."

* * * * *

The wife had been gone for some time on a visit and upon her return she found empty bottles lying around the house. Approaching her husband she said, "Henry, how about all those empty bottles I found?"

"Honey, I never bought an empty bottle all the time you were gone."

* * * * *

We saw a friend of ours being thrown out of a cocktail lounge the other day. "I thought you made a New Years resolution not to drink any more."

"That's right, I did," he answered.

"But you're drinking just as much as you ever did," we protested.

"True," he said, "But not any more."

* * * * *

The class was studying preliminary architecture.

"What," asked the teacher, "is a niche in a church?"

"The same," answered young William, "as an itch anywhere else only it isn't polite to scratch it in church."

* * * * *

Monogamy, Bigamy and Polygamy--they all end with gimme!

* * * * *

Customer: I'm looking for something and I am not sure if it's a camisole or a cassarole.

Clerk: If you will show me the chicken you're going to put in it, I'll tell you.

* * * * *

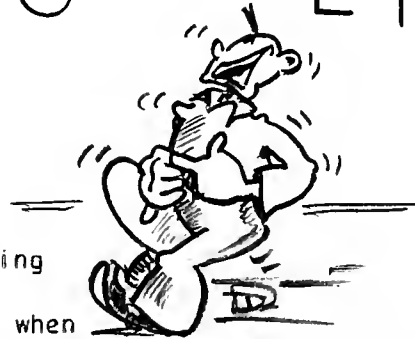
"Does this lipstick come off easily?" asked the girl at the cosmetics counter.

"Not if you put up a fight," the clerk advised.

* * * * *

The preacher mumbled a few words in his throat and they were married. A few months later the husband mumbled a few words in his sleep and they were divorced.

* * * * *



"I never knew until I got an automobile," said the preacher, "that profanity was so prevalent."

"Did you hear much of it on the road?"

"Why," replied the preacher, "nearly everybody I bumped into swore dreadfully."

* * * * *

A super-highway is one where the motorist drives fast enough so the car rolls over four times instead of three.

* * * * *

A pretty visitor at a camp asked, "Major, did you get that scar during an engagement?"

"No," he replied, "the first week of our honeymoon."

* * * * *

God made women beautiful and foolish. Beautiful that the men might love them and foolish that they might love the men.

* * * * *

On clothes she spent her legal tender

Because this truth she found--

A dress can make a girl look slender
And a hundred men look 'round.

* * * * *

1940 = No running boards

1941 = No gear shifts

1942 = No tires

1943 = No car

1944 = No more dictators

* * * * *

(continued on page 14)

appears to be ready for engine installation and is now being moved ahead on its own landing gear.

All parts are still easily visible and accessible at this point and a temporary stop is made in production to allow for a thorough and rigid inspection by U. S. Army Air Corps inspectors. We might assume that this precision inspection which now follows would make the boys nervous but it doesn't bother them because they are sure of the quality of work which they have been turning out. Removal from this inspection zone places our airplane in Position No. 5

This can be considered as a final windup prior to flight tests. Robert "Bob" Elliott and his crew take care of engine installation, etc. The engine, prior to installation in the airplane, is first assembled on an engine stand at which time oil and fuel lines, oil tanks, straps, mountings, etc., are all carefully attached. Upon completion of a careful inspection the entire engine and mount is installed in the airplane.

Meanwhile, Roland (Ronnie) Reasoner and his section have been busily engaged adding wings, ailerons, flaps and upon completion of their installation, "rigging" the ship. As fast as Ronnie and his men have been completing their work, "Buzz" Bussard and his boys have been fitting and installing all of the cowlings and fairings and other incidentals. A view of the airplane at this point would make it appear to be complete except that a very important factor is yet to be considered.



In the manufacture of our airplanes, or for that matter any airplane, we must bear in mind that it is not like assembling a jig saw puzzle in which the right part is fitted into the right place, but instead calls for precision workmanship, accuracy, ease of operation, accessibility for servicing, together with performance which is vital at all times.

As proof that the final assembly department has been meeting their share of these requirements is the fact that the Ryan trainer has been accepted by the U.S. Army and Navy and friendly foreign governments. As part of the rigid control which we constantly exercise over our product, final assembly completes its part in this control in that another position (Position No. 6) has been added.

Here the airplane is gone over very carefully; any damaged part is either replaced or

repaired; any paint which may have been scuffed off is re-touched and any final assembly completed. In this completion work Jerald "Jerry" Jackson and his boys take care of such installations as floors, etc., baggage compartments and standard equipment. Our airplane is now getting its first look at the air and the sky in which it will soon be flying.

Harry Weisner and his crew on the "gas island" fill the tanks with gas and oil, install propeller, and make last minute checks prior to flight. This also includes the running of the engine and the carburetor adjustments, if necessary. From now on its up to



the boys in the flight shack (an article will appear later on flight operations and testing).

We might add just a word or two to this article about final assembly which is of paramount importance to the men in the other departments. Take heed then, fellows, and listen for just a moment. Whenever you are making a part and it doesn't fit quite right, don't just pass it on with the knowledge that it probably will not return to you, because then you are not giving your buddy in final assembly a pat on the back but instead you are actually kicking him in the shins. Your mistakes even though they may be small can be a headache of major size to the boys in final assembly. They do their part and do it daily in rectifying errors in every way then can but the parts that you pass on containing those small errors that you know about are the ones that we are talking about. So take this thought with you, fellows, give them the kind of parts that you would want if you were in final assembly.

The captain of our crew in final assembly is Roy "Red" Ryan who has been with us since 1936. He is the kind of fellow who yelled out of his crib, "I don't wanna play with dolls; I want to play with airplanes," and that's just what he has been doing. On top of that the boys down there in final assembly say he is "a right guy". If you want to find Roy, just walk down to the final assembly area and look for "Carrot Top"--you can't miss him.

No article would be complete without mention of John van der Linde who has been recently promoted (congratulations and lots of luck) to his new duties as night superintendent. So we will take this way of wishing you the best of luck and we sure do miss you, from your old gang in final assembly.



The Ryanettes

BY
TOM
&
GERRY

The ole deadline sure caught up with us this trip and let me tell you we are sure empty when it comes to choice tidbits. (No, Mr. Coats, I don't mean empty headed.)

We called on our snooper in the other building and she is full of gossip so we will give it to you word for word, blow by blow (Attention, Slim!)

Dearest Tom & Gerry:

Well, darlings, there really is news if one will just get out and look for it. Here goes!

ADELAIDE SMITH is leaving on an extensive vacation. GENEVIEVE BERGATH was seen up at the Hotel Del Mar with Paul Watts (noted pro golfer), Johnny Weismuller, Bob Crosby and Florence Rice, over the week-end of the golf tournament. (By the by - that gal is the most dated girl in the office--lieutenants,---and everything!)

Then the newlyweds--VIVIAN GANNON and FAY MOORE. There used to be a time when we could welcome each and every new girl - but now they are coming so fast and furious that we just have to say "Welcome" to all of them at once.

Green is surely the predominating color for spring. Have you noticed MAXINE MILLER's hat? (By the way, isn't she just like a little china doll?)

MARY FREEL was missed for a few days but it wasn't until she came back that we found out she had the

measles. My goodness, these children do pick up the darndest things.

Spring is really on its way - or didn't you notice the football game in progress the other noon. JEAN McNUTT can sure throw a wicked pass.

Gotta go now == must take my re-treads down to the bank - at last I have found a use for that safety deposit vault.

Love

?????

Just to add a line of our own, we would like to wish MILDRED ALKIRE a very happy birthday and many happy returns of the day. She was presented with the most beautiful corsage of gardenias and violets and let me tell you it is certainly something. Millie also wanted us to tell you that the little soldier was all an illusion but we wonder? Could be that she was trying to go Hollywood on us. You know, deny everything and then make a big liar out of yourself. Time will tell.

The Army boys at Lindbergh Field returned the favor of our dance by giving us a dinner dance at the U. S. Grant Hotel and the gals who went sure had a super time so I'm told. I didn't go to this one but Gerry did and she had another bad eye. Hmmm!!!

Time for work and so bye for now and see you later.

NUTS 'N BOLTS 'N STUFF cont.

Hitler sent an emergency message to all anti-aircraft batteries: "If you sight six planes heading toward Germany, shoot the last one; it's a Russian."

* * * * *

There are two ways to address a golf ball--one before you swing and the other after you have topped it.

* * * * *

Wife to husband who came home late, "Now I suppose you are going to tell me you were visiting a sick friend and holding his hand."

"I am not. If I had held his hands I would not now be broke."

* * * * *

A newly created father received the following glad tidings in a telegram. "Your wife just gave birth to an eight-pound baby girl this morning. Both doing well."

Attached to the message was a sticker reading: "When you want a boy, call Western Union."

* * * * *

Classified Ad: Gentleman would like to get in touch with a lady with four good tires.

Sir Harry Lauder used to sing something like "It's nice to get up in the morning, but it's nicer to lie in your bed." That tune came to mind the first morning of the new time schedule and we heartily agreed with it. However, we find the extra hour in the evening most useful. Some of the lads are overhauling their fishing gear, others are planting gardens, while the alley mechanics have more time to tinker with the old jaloppies. Incidentally, Sir Harry is still cheering the boys with his many songs though he is well along in years.

BILL FREEBORN has returned from an extended leave of absence and we all are glad to have him back. He now may be classed with the landed gentry since he is developing an estate near Dehesa.

According to "SUGARFOOT" CONDE, thar's sand, as well as gold, in the hills of old Arizona. Only a few days ago he remarked that if the factory sand blasts and his claim were
(continued on page 22)

WHAT HAPPENED AT KITTY HAWK cont.

After a short run, the machine "climbed a few feet, stalled, and then settled down near the foot of the hill, 105 feet below." The craft had actually flown, Orville's stopwatch indicating it had been up three and a half seconds, yet because of the downhill run, the brothers agreed it was not a true flight but rather a power glide.

Three days later, following necessary repairs, the signal flag was again hoisted to summon the Coast Guard men. Threatening rain clouds raced overhead. Across the beach a stormy expanse of ocean was visible while a wind blowing 25 to 30 miles an hour beat against the sandhills. While the strong wind supplied an added element of danger, the brothers realized that it also meant a slower landing speed which to them was a vital factor.

It was Orville's turn to take the controls. Down the monorail track rushed the little biplane, lifting slowly in the face of the wind. Over the ground it skimmed with a clear expanse of daylight showing beneath the skids. Finally it settled to earth about 120 feet away.

The course of the machine, Orville recounted "was exceedingly erratic," and it showed a tendency to dive earthward from a height of only two or three feet above the ground.

So ended the epochal first flight. Three more flights were made that day, the last a breath-taking adventure. For 59 seconds the roaring white-winged craft pitched and rolled in the fitful wind, flying very low with Wilbur tense at the controls. Wilbur covered a distance of 852 feet during that last flight and would have flown farther had he not attempted to follow the contour of the ground too closely after passing over a sand ridge.

The machine was brought back to rest beside its hangar. As all hands were talking things over, the wind suddenly grew stronger; it caught the wings of the craft and whipped it end over end. One of the Coast Guard men, a giant in size, was clinging to an upright as the machine took off willy-nilly, and despite his strenuous efforts he found himself tossed about inside an animated cage of struts, sprockets and heavy mechanical parts. When the plane finally came to rest for a moment, the unwilling prisoner broke "nearly every wire and upright getting out of it." The startled brothers ran up to see if he was hurt. Fortunately no bones were broken, but the machine itself was a wreck.

Even though it was now impossible to carry on further, true wonders had been accomplished. The Wrights decided to pack up and go home. They had triumphed beyond all doubt. Yet there were some men in high places who would have to be convinced. The evening after the flight, as Orville recalled it, he was handed a copy of America's oldest and most distinguished magazine, the North American Review for December. Settling himself into a comfortable position, he absorbed as best he might the views of Rear Admiral George W. Melville, Engineer-in-Chief of the United States Navy, an inventor in his own right. It was Melville's stated conviction that neither the dirigible balloon, or the flying machine, if ever invented, would ever be of any use either in commercial transportation or in war. But the flying machine would never be invented. "A calm survey of certain natural phenomena", he concluded, "leads the engineer to pronounce all confident prophecies...for future success unwarranted if not absurd."

THEY PROBABLY SMILE cont.

...Democracy moves slowly and the slowness with which it moves is one of the most promising features which we as individuals see in it as a long lasting form of government. Revolutions sweep the country and leave in their wake bloodshed and sorrow, lives lost and property destroyed. The changes of democracy are not sweeping, they come gradually with little noise and little acclaim. They are a result of the desires of the majority of the people and not of the few who for the moment are in power. Such a form of government finds difficulty in acclimating itself to a world situation where the great masses of the world's population are thrown against it under the command of one dictator whose words are law, whose command has no questioning.

Nevertheless, we're a nation with production facilities unequaled by any other--we're a country of the richest resources--we're a nation of the greatest personal abilities, of ingenuity and originality unsurpassable. But despite all this beautiful picture, we've got our troubles. The problems of establishing a steady flow of raw materials, of coordinating the giant aircraft industry to its utmost capacity is not a job to be accomplished in a day. The best informed minds of the country are at work to see that the greatest aircraft production system the world has ever known is set to running smoothly in the United States but before that becomes a reality we are bound to seem to be "going ahead" backwards at times.

But all this is not within the immediate power of anyone locally to change. I'm thinking more particularly tonight as I'm punching this out of some other times when these three--Hitler, Mussolini and Hirohito--probably smile--times in which we--you and I are more definitely principals.

How they must chuckle at an auto accident that kills off soldiers, sailors, marines--far from the line of battle--kills them off before they have a chance to shoulder a gun against the enemy--kills a defense worker whose skill it will take days, weeks, months to teach another.

Perhaps they look at American soldiers abroad eagerly awaiting the arrival of American planes and pilots and then smile as they watch work slow up on the production line from wasted hours of idle conversation and petty arguments.

They must smile when an American defense worker leaves his job--it adds just that many more hours before help can arrive to help beleaguered American troops across the seas--that many more hours for the Axis to dive bomb at their leisure.

They must laugh when they see wasteful accidents in plants where personnel are injured and materiel lost.

Every man-hour lost can never be regained in the fight against time.

BUT LET THEM SMILE WHILE THEY CAN. We, the people, have not been reckoned with. We, the people of this generation, have more at stake than has had any other generation in the history of this nation. We are only kidding ourselves if we don't realize that we hold in our hands the safety and freedom not only for ourselves and our children but for their children and the children that follow after them.

Every man at work in the country today on an essential job is a vital asset of his country and one more bit of encouragement for the man at the front. Every hour of work that the working man can put in is an opportunity to accomplish as much as possible in the delegated time to increase the flow of materiel and personnel for the United Nations. Every piece of metal that is entrusted to the careful hands of the workman is a trust from his government, a trust from the people of his nation. When he has put into that metal his full ability and rendered out of it a piece of materiel useful in the defense of his country, he has only fulfilled his rightful duty to his nation and to his people.

Many will be the times that we will view the efforts of our nation as it organizes for total war and call its methods clumsy and cry at its deficiencies--but thank God we live in a country where we can cry, where we can express our opinions and if tempering those cries with tolerance seems to be the advisable course, let us realize that this government is made up of human beings such as we ourselves, who sometimes make mistakes in judgment, who sometimes weigh the facts and misread the scale, who sometimes cannot foresee the eventualities of a war as broad as that in which we are now engaged.

But we've got to get it out of our heads that we are individuals hoping for a victory but safeguard-

Key men in the Ryan service and engineering departments last month gave a technical program at the El Cortez Hotel for members of the Aircraft Manufacturers Service Association.

Walter O. Locke, then Service Manager of the Ryan Aeronautical Company, was in charge of the program being presented by the members of the Ryan organization. Locke introduced Ralph Haver and Jack Zippwald and turned the meeting over to them.

Ralph Haver, Chief of Manifold Design, presented a paper on "AIR-CRAFT ENGINE EXHAUST SYSTEMS--DESIGN and SERVICE PROBLEMS" prepared in collaboration with Jack C. Zippwald, Manifold Service Representative.

The paper was well presented by Haver with the aid of movie slides as a way of illustration of the im-

ing our every personal interest in the meantime. We're no longer individuals. Before December 7th we could argue and quarrel and wrangle over small items but we can't any longer. We are a hundred million people with but one job to do and whether you and I like it or not, we're not going to be able to get that job done acting individually. Maybe I'm over-zealous on the subject. Until a few weeks ago the war even though it was about to envelope the Philippines and the Netherlands and was closing in on Singapore seemed very far away to me. doesn't any more. I've got a brother over there now and every bit of energy I've got is going to make trainers to train pilots that will give air support to him and to your brothers and sons who may now or in the future be needing it. If this war is going to be won by air control, we'll need a hell of a lot of trainers to train a hell of a lot of pilots to man a hell of a lot of combat ships, and buddie, we're the ones to make 'em. LET'S KEEP 'EM FLYING!

A Second Shifter

portant points brought out during the reading of the paper. The polished manifold now in the office building lobby was on exhibition.

The paper brought to the attention of those present many of the difficulties encountered in design, the manufacture, and servicing of engine exhaust systems and the most feasible methods of overcoming the difficulties encountered. The paper further brought out the fact that proper design and installation of the exhaust system of an aircraft engine had a considerable effect upon the satisfactory operation and maintenance and life of an aircraft engine. Each person in attendance received a copy of the paper.

After dinner Locke called on Haver to continue the manifold discussion which had been interrupted. Haver called for questions from the floor from those present regarding any manifold service problems which they had been having or which they were aware of and questions relative to the design and maintenance of engine exhaust manifolds.

A question was raised relative to the loads and stresses imposed upon a collector ring during extremely cold weather starting operations. William J. van den Akker, Chief Laboratory Engineer of the Ryan Aeronautical Company, described in detail possible load and stresses involved and stated that if proper installation of a manifold were made, sufficient clearance would be allowed so that loads should not be greater than under ordinary starting conditions. Van den Akker further stated that it was impractical to make any conclusive laboratory tests but that some investigation had been made along the lines of cold weather action on the exhaust manifold but that these were laboratory tests only and did not constitute a conclusive service analysis of the problem.

Van den Akker stressed the point that exhaust manifold joints should not be lubricated as this would only result in excess accumulation of carbon and exhaust residue. He also gave some very interesting information in the welding of stainless steel and pointed out that the puddling of the metal should be avoided and the welding job accomplished as soon as possible, and that it was much better to make a patch repair rather than weld over an old seam because of the tendency of an excess amount of carbon to collect at the point of weld. Several other questions were brought up and answered, after which, there being no further questions from the floor, Haver thanked the audience for their interest and attention given to the discussion on Engine Exhaust Manifolds and surrendered the floor to the Chairman.

Tom Bonde, of North American Aviation, in behalf of the Northern members in attendance, expressed thanks and appreciation to the Southern members of the organization for the presentation of the Exhaust Manifold Program.

FABRIC HIGHLIGHTS

Flying Reporter really gets around and frequently brings recognition to its contributors. This week we received a telegram from New York asking for some information about Dorothy Kolbrek and requesting permission to use her article "An Open Letter to the Axis" from the January 9th issue in a radio broadcast for a defense program. This is the type of recognition we enjoy seeing given those whose regular contributions and interest make Ryan Flying Reporter possible.

With the flying of kites and the kids playing marbles, we can't help but know that Spring is here---only some folks say it this way, "Sprig ith cubbing" and then they go on sneezing, etc. etc.

I'm awful mixed up. For instance, when it's nine o'clock, it's ten o'clock. When it's Saturday, it's also Sunday, and then when it's Sunday, what day is it? And too, LORAINÉ was in the Paint Shop; then Loraine was in Fabric and ESTHER was in the Paint Shop; then I was in the Paint Shop and Esther was in Fabric, and then suddenly JEAN is in the Paint Shop and she was formerly in Fabric and now GEORGIA is also in the Paint Shop. Oh gosh---who started this anyway?

Well, we have a field day in the Wing department. Carl Palmer is back, and say his cheeks are still rosy. That's a sign that he was driving that new tractor of his. MARIE HEBERLIE is back after a severe illness of several weeks. Also WANNIE EDENFIELD is back at work. She has been ill too.

by DOROTHY KOLBREK

I shudder when I think what might have been if that fire in the Paint Shop had not been brought under control. We'll certainly have to give our Fire Department credit for efficiency and speed. I believe this has been a painful lesson, and one which will have more effect in teaching all of us just what tragedy might come out of just one careless gesture. Ironically enough, a mistake that I might make probably would have a far reaching effect on a great number of people. It's very seldom the man behind the wheel of the car gets killed. It's more often the folks who are riding with him.

EDITH COLLIER has a two weeks leave of absence. Say, Edith, take your time going, but hurry back.

It's sure too bad for youse folks that has a sweet tooth, cause sugar is very scarce or so they tell me. I guess a little honey isn't going to hurt anybody. But what is going to take the place of rubber? Wonder if old Dobbin will come back into style? With all this corn and hay I could probably feed a good sized nag.

I now promise that before this goes to print, I will have turned in my card, signing for a defense bond. That's the one that I have been carrying around in my pocket-book for the last two weeks. How about the rest of you? Can you remember to forget like I do? Yes, I am ashamed, right down to my shoes.

I've heard much controversy in the plant about the five day week. For those who do not have the full support of a family I don't suppose it has much significance, but to those who do it does work a hardship. But I'm sure that the Ryan Company will soon be able to get materials of which there seems to

(continued on page 21)

Put YOUR Dollars

to
WORK



BUY DEFENSE BONDS

WING TIPS

by CHAS. ANDERSON

Well, we have a new title for our column from the Wing Department. Sounds a little wingier than "The Kite Maker". BOB ANDREWS and DICK (can't spell his last name) are the originators that get the carton of P.M.s. We also found out about how many fellows read this column by the returns of our contest. Now that we know, we can sit down and write a letter to ourselves.

CLAUDE YAEGLE got "Yuma-ized" last week.

Last week we all turned out to see exactly how "J.J." operates. "The Wolf Man" at the "Broadway".

BEEBE is going in for photography.--Anyone got an "ol' brownie" for sale cheap?

ZOOK's bowling team is showing great promise. Quote Mr. Zook, "Well, first we started for the top--(pause)--then we started for the bottom (in a mad rush) when we heard there was going to be a 'boobie' prize."

Wing donated \$30.50 to the Red Cross.

The BEERY and the JUESCHKE boys are fueding again. Seems like Al has the edge on Bud

when it comes to helping that "Inspectorette" with her problems. Minor is "kind of brought down" by the whole thing. (I hope our two readers, Bob and Dick, will excuse that one.)

FLOTO broke the key in his car last Saturday night. Seems he didn't go anyplace or do anything that night. Hell, that ain't news but Charlie's my friend. (Excuse me, Bob and Dick, my two readers--you wonderful people.)

WALT CASTELLAN calls his two year old girl "Weather Strip" because she keeps him out of the draft.

CARPENTER is going wild over the new jigs we have. He has a system worked out where he can hit his head three times and drop an iron on his toe, all in one movement.

Well, I apologize for the sad column this issue but we were planning to get an interview with DAN BURNETT on the history of the wing department. We didn't get the interview, but by the next issue we'll have something that should be interesting reading. (Thanks--Bob and Dick.)

from DICK GILLAM

NEWS 'N VIEWS

Maybe we are rushing the season a little bit but for the benefit of those who did not get to the picnic at El Monte Park, February first, I would like to say you really missed a good time. The day was perfect. The ball game gave me a charlie horse and the eats were swell, thanks to Mrs. MCCOY, Mrs. MEYERS, and Mrs. WM. BICE.

In doing a little research work on Normalizing and Annealing of Stainless Steels, and finding a sentence ending in, "Alpha Iron up to 1400° F., Beta Iron up to 1600° F. and Gamma Iron above the latter temperature." ADOLPH BOLGER expressed his thoughts with "That's just what my boy says. Yup, he calls his Grandma 'Gamma'."

At first there was a little mystery in the Second Shift air as to why HEDY LA COATS and Miss Grey were off on the same days. But things are all clear now because Slim assured the boys that he and Miss Grey met accidentally while strolling through San Francisco. My, my, what a coincidence.

CLAYTON RUSH looked up at the moonless sky and said, "Hey, Dick, where's that "%&(' % moon tonight?"

Yours truly: I don't know, I guess it ain't up yet; it won't be a full moon anyway.

C. RUSH: Well, it don't have to be full does it?

Yours Truly: Mmmmm, I see what you mean.

BOB DAWES has sold his motor for some quaint little reason--(and she's not bad at all)--but in his place to fork the breeze we find RAY TREAT, who just bought DUDLEY's motor, and NORM EDWARDS on his little English one-cylinder Francis Barnett, Jr.

MR. and MRS. HARLEY RUBISH were blessed with a fine 7-1/2 pound baby boy on February ninth. Congratulations, folks, and here's wishing you lots of luck and happiness with that new little Drop Hammer man.

PAPPY GARRISON is right in there when it comes to saving gas and tires. He has just bought his wife a horse.

Mrs. C. JARVIE ought to feel mighty proud. In a little bet with Jarvie as to who could beat who at Bowling, she won the little musical powder box by beating him to the tune of 171 to 138. Maybe if Jarvie would take up cooking, sewing and home economics, it might improve his game. (cont. page 20)

Sheet Metal- 2nd shift-

by E. MAGDICK

What's this? Sheet Metal is in time again! That makes it three times in a row we've been on schedule. To start off this somewhat of a dull column, we will have a believe it or not.

On the second shift Sheet Metal we have boys from nineteen of the forty-eight states. What department can beat that? You should hear the hot arguments which pop up as to which state is the best.

That remark made by LYNN HARRINGTON in the last issue about the second shift Sheet Metal bowling team not doing so well in the second half is the truth, I'm sorry to say. What the trouble is, we don't know. FRED HILL says it must be the alleys. But you know Fred; his slogan is, "Bowl with skill, with Hill." I wonder where he dug that up.

SAM PINNEY, while attending a party the other night, received somewhat of a surprise. He said he enjoyed the party very much up until it broke up. He then decided to take one of the beautiful gals home. Well, he breezed up to a good-looking blonde and said, "May I drive you home?" The blonde, being of the Mae West type answered, "Why not, big boy, where do you live?" Zowie, can't you just see the look on Sam's face?

Our tobacco chewing friend, CARL (UKE) UMANSKY, still can't get used to the art of chewing tobacco. Now he has taken to sniffing snuff, and you'd think he had a bad case of hay fever. Boy, what is this Sheet Metal Department coming to.

Another victim of the tobacco=chewing fad which is going around is CECIL DALE. With his face white as chalk, he was heard to have said, "Mighty strong stuff, that snuff."

I would like to recall a little incident that occurred here not very long ago. We have a new guy just out of Ryan's school here in the Riveting Department. Like most of us, it was his first job in an aircraft plant. At quitting time one night, and being excited as heck, he forgot to lock his tool box. Well anyway, the next evening when he opened his tool box, his twelve and six inch Starrett combination square, a pair of diagonal cutters and a few other tools were missing. The kid felt pretty blue about it and who wouldn't? Everyone knows the slogan at Ryans, "Let's make Ryan's a better place to work," and to live up to this slogan, let's make honesty the best policy.

RED ENSIGN who was transferred to the day shift a while ago, is a proud papa of an eight pound baby boy. Congratulations, Red!

The second bowling between the first shift Sub-Assembly and Second shift Sheet Metal was played the other

Sunday. Those Sub-Assembly guys must be awful good because they beat us again two out of three games; but we bet they will admit, we gave them something to worry about a few times.

See you in the next issue.

NEWS 'N VIEWS cont.

The courage and coolness that was displayed by both the Fire Brigade and the Emergency Squad boys in the dope shop fire will not and cannot be easily forgotten. Not knowing at what time there might be an explosion, men from both squads went in and fought the blaze with precision and rapidity. So, in behalf of our Plant Protection Chief, AL GEE, and our Fire Chief, DAN DRISCOLL, I would like to say we are mighty proud of you all.

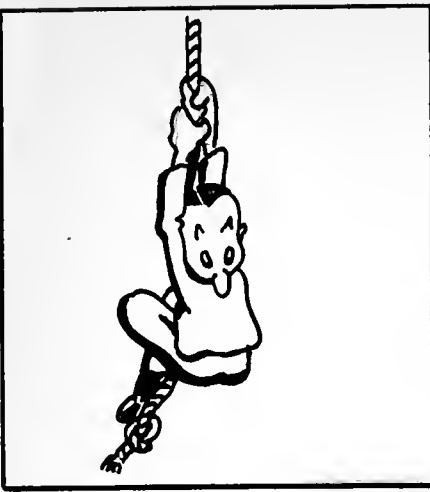
"POP" LINDERFELT has left us and by the time this issue is out will be somewhere in Arizona having the time of his life trout fishing. Pop has been with the Ryan plant for about two years and is 65 years old so even though we'll all miss him, we hope he is having a swell, well-earned vacation.

In the next issue of the Flying Reporter there will be a classified column so if you have anything you would like to sell, trade, or buy, get in touch with LARRY GIBSON, SLIM COATS, or myself.

Mum's the word, and I'll see you later.

Science, when she has accomplished all her triumphs in her order, will still have to go back, when the time comes, to assist in building up a new creed by which man can live.

-----John Morley



A ROPES END VIEW OF THE DROP HAMMER

DEPARTMENT

By

Lynn Harrington

Hyah, Neighbors.

No fooling, folks, these deadlines come around faster than paydays. At least, I'm always ready and waiting for payday while the deadlines always catch me wondering whatinell I'm going to write this time.

A little bowling news would fit in here. The Arc Welders were replaced in first place by Production Planning No. 1. Incidentally, Sheet Metal rolled a 913 game against Arc Welders and made it possible for Production Planning No. 1 to take over first place.

FRITZ COUGHLIN, lead off man for Drop Hammer 11 came in the other morning after being out with his new girl and rolled a nice average of 162. He admitted he'd had his arm around her. We expect a perfect game from Fritz this coming week!

"SLIM" COATS wants to know who is cracking nuts with the drop hammers. It's none other than "WALNUT LONNIE" SMITH.

I hear the Army is patterning a new tank after CURLEY HOERMAN's Chrysler. 85 miles per hour in 2nd; high unlimited.

JOHNNY MOSER and POP (RETIRED) LINDERFELT have a standing argument about the respective merits of the cavalry and infantry. Personally, I want them both on my side.

I've been told that it took VERN WINMILL 15 minutes of his lunch period getting the cork out of his thermos bottle. We're wondering if Mrs. Winmill took a pass at Vern and hit the cork.

An eye witness tells me that a new record for the 50 yard dash was set the other night when the fire whistle blew. A lot of us thought it was a blackout signal and my informant says the only reason "HOOSIER HOT SHOT" WAYTE beat A. BOLGER to the door was that Adolph couldn't get his dinner pail thru his coat sleeve.

(continued on page 22)

FABRIC HIGHLIGHTS cont.

be a shortage) and then business will be as usual. Hold tight everyone and everything will work out all right.

A little bird tells me that women are to be put in the main plant. Am I right? Most all of our very new women are trained in that type of work. Although we do not want to throw men out of work, we do want to be able to take over when you men are called to the front lines. So don't think too badly of us, youse guys.

You know, folks, I am a little bit between the devil and the deep blue sea. I work in the paint shop now but I still write Fabric news and not being in Fabric, I quite naturally don't know much news in there. Not being too well acquainted in the Paint Shop, I don't know much about this gang yet either, so I'll have to be excused for this time. I'll see you next time and maybe then it will be "Paint Spatters" and "Fabric Highlights"--but then, one never knows, does one?

MEET GEORGE WOODWARD cont.

just how this company was run and its whole proceedings handled that he decided if he ever left the security business, he would like to be associated with this company. Now that he is here as Assistant to the President we feel that the duties he has assumed will be well taken care of by his background of experience and knowledge.

At one time his hobbies consisted of golf and following the horse races. His wife and children, a boy and a girl, are living in Los Angeles now, but when school is over we hope to have them living here in San Diego.

I always like to ask how these gentlemen feel about the future, which no one can predict. But they can and do portray confidence in the future of aviation by these various thoughts and their belief that we must work and develop products to such a degree that they will be accepted by the public, thus creating a demand and a market. Woodward's pet deals have been convincing people of the values of investing money in aviation. He has been convincing people so long that it has become a habit, and this is good, for during these times convincing is a necessary diet for progress.



A witness says that RED HAMMOCK was going down Market Street and backed into a colored man's car and Red is just the guy who can do it.

This week and every week hereafter, I hope to present a short sketch of someone in the Drop Hammer Department. This week's victim is our fellow columnist DICK GILLAM.

Richard Harold Gillam first saw the light of day in Minneapolis, Minnesota. Dick was a remarkable child being very aggressive and full of spirit even at birth. At the age of six weeks his parents had to install iron bars instead of the usual wooden slats in his crib because of Dick's tendency toward kicking out the wooden slats when a girl baby was brought into the house. As Dick grew older he developed a passion for motorcycles and the opposite sex. At the age of fifteen he was a tradition in Minnesota, second only to the incomparable Paul Bunyan. At that time he gained the reputation as the Hennepin Avenue wolf and seeking more fields to conquer came to California. Dick was very active after coming west. Among other things he was a member of the State Guard and an employee of a baking concern. One day he flew a bakery truck too low and made a forced

landing on a telephone pole, scattering doughnuts and assorted pastry over the landscape. At that time he decided that flying was his meat and since then has been doing his share toward helping Ryan Keep 'em Flying.

P.S. Any resemblance between the above drawing and Dick Gillam is purely coincidental.

MAINTENANCE cont.

within hailing distance of each other, money could be made on both sides. If one may believe what he reads in the papers concerning moving aircraft plants eastward, a deal of some sort might be consummated.

By some far stretch of the imagination, acid pouring comes under the heading of pipe fitting. Be that as it may, the pipe fitters are wild about it, and there is only one way to interpret "wild". Too, they are sorely grieved. They feel they should be compensated in some manner. Perhaps their feelings should be annointed by---ah---well, say a quart of milk per day. Wot?

Onions and raisin pie! Now there's a dish fit for the gods. And for STEWARD, too. After completing a seven course dinner, he topped it off with the above conglomeration. Maybe working overtime in the dope shop threw him out of balance. Witnesses declare he downed it without batting an eye and expressed deep satisfaction by giving voice to his inimitable yodelling laugh.

In the last issue we announced that MCFARLAND was accustoming himself to the mid-day sun. It agreed with him so well that he decided to get more of it, and make better use of his talents, by shipping out to Pearl Harbor. Good luck, Mac.

And so---pleasant dreams.

HE WHO RELAXES IS HELPING THE AXIS



Design for Victory

VICTORY for the Democracies is being speeded by the

VOLUME production of Ryan Trainers for the U. S. Army, U. S. Navy and friendly foreign governments and their assignment to

VOLUME operations where Ryan planes are playing an important role in training the world's finest pilots.

Ryan **Flying Reporter**



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RYAN AERONAUTICAL COMPANY

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RYAN FLYING REPORTER

Volume 3 Number 4

KEEP 'EM FLYING

March 13, 1942

things of the spirit

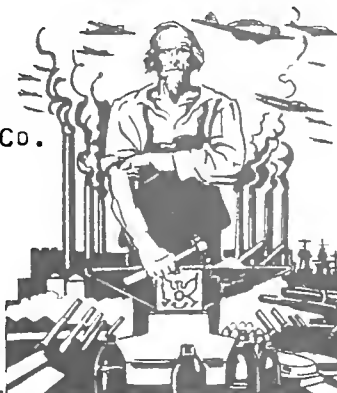
In counting the resources of our country, add in the zeal with which we follow a pennant race, count the cheers which even now rise nightly around the basketball courts of local schools, give credit for the odd hours which a man has given for care of his fishing gear.

Take into account the remarks that are made when the going gets hard in army life, the rich, salty humor that starts men grinning and cracking back. Add the banter in machine shops and the horseplay at the change of shifts.

Put down another credit for the extra shine many a man gives to his shoes of a Sunday, before going to add his voice to the congregational hymns.

These are signs of a living spirit, a spirit of untold value in days like these.

Reprinted with
acknowledgment to
Summerill Tubing Co.



Sunday morning breakfast in the Marine Room of the exclusive La Jolla Beach and Tennis Club; and the choice of Tennis, Swimming

Vol. 3
No. 4



March 13
1942

RYAN FLYING REPORTER

Published by Employees of the
RYAN AERONAUTICAL COMPANY
Through their Welfare Department

* * * * *

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Sheet Metal 2nd Shift	Emil Magdick
The Ryanettes	Tom & Gerry
A Ropes End View	Lynn Harrington
Sheet Metal Shavings	Paul S. Hoffman
News 'n Views	Dick Gillam
Nuts, Bolts & Rivets	Noremac
Fabric Highlights	Dorothy Kolbrek
Wing Tips	Chas. Anderson
Bob's Bumps	G. Bob Harris

COPY DEADLINE for next issue is Wednesday, March 25th.

(Beach or Pool), Ping Pong, Badminton, Golf, Shuffleboard and other sports to help make an interesting forenoon!

That's the inviting schedule for Sunday, March 22nd, for Flying Reporter Reporters and Staff Members who will have their first get together since the employees' magazine was started little more than a year ago. And to make it doubly interesting, the company management is "throwing the party" in appreciation of the continued interest in the Reporter shown by regular contributors and staff members.

Rumor has it that Slim Coats will show us some fancy rope tricks, while we fully expect to see the Ryanettes rope Slim in return for some of his wise cracks about the gals. Just to mention a few who we know will be there: Ray Morkowski, Cartoonist George Duncan, the Ryanettes, Wm. J. van den Akker, "Meet Mr." Bob Close, Dorothy Kolbrek, Bob Harris, Sue Zinn, Charley Anderson, Larry Gibson, Pat Kelly, Dan Burnett and all the regular contributors.

Many of the regular staff don't know others whose regular contributions go into the magazine, so here's a chance for a swell get together.

Incidentally - second shift, attention - we're holding the party on Sunday morning so you'll be included. Otherwise, we'd have an evening get together. So, let's all turn out: La Jolla Beach and Tennis Club, Sunday, March 22nd. Breakfast promptly at 9:00 a.m.

More detailed information will reach contributors through inter-office mail; but if by any chance you don't receive the notice, and have been contributing to Flying Reporter, please get in touch with Larry Gibson.

RADIO COMMENTATORS VISIT RYAN PLANT.

The better to analyze and interpret the news (which these days so much concerns the important part the airplane plays in the progress of the war), twenty Los Angeles radio commentators visited the Ryan plant last Saturday on a familiarization trip.

Included in the party were such well-known names on the airwaves as Knox Manning, John B. Hughes, Bob Garred, Sam Hayes, Norman Nesbitt, Fleetwood Lawton, Pat Bishop and James Vandiveer. Claude Ryan, Walter D. Locke, Mel Thompson, Gary Adams, Al Gee and other company officials conducted the commentators on the

tour of the plant.

Another recent distinguished visitor was Tom Beck, editorial director of Collier's magazine, and well-known throughout the industry for his very vigorous support of aeronautical activities.

And, take a bow, Harley Rubish and the Drop-Hammer Department, for the following: T. W. Lippert, Managing Editor of The Iron Age, during a recent inspection trip through the plant commented that the drop-hammer work done in the Ryan plant was the most interesting he had ever seen!

X

MARKS

THE

SPOT

by Daniel B. Burnett, Jr.

At last Xperimental has settled in its new home. The buildings and shop equipment on Lindbergh Field which were known for about fourteen years as Airtech have been taken over by the Ryan Company and have been made available to us to expedite production of the new project.

A group of men which includes Bud Meixner and his Experimental men as well as some fine men from Modeling, Sheet-Metal, Carpenter Shop and Fuselage Departments, has been assembled as a nucleus to be built up as drawings and releases come through. And also we must not forget our inspector, Fred Hayward.

We know that we have a tough job ahead of us but with enthusiasm and cooperation of all

parties concerned we should meet dates as we have done in the past.

We want to take this opportunity to express our appreciation for the outstanding cooperation of D. H. Palmer, Plant Engineer, and his foremen and men in both the Maintenance and Electrical Departments for having things ready for us to move in.

You'll be hearing from us----

Speaking of moving to quarters across the airport on the highway side of Lindbergh Field, we understand that by the time this is in print Fred Ford, Orin Rigley, A. K. Cox, Harold Beck and the rest of the Purchasing Department will be moved into the top floor of the Engineering Building of the Ryan School.

WHO SAYS IT'S A MAN'S WORLD ?

THE GALS MOVE INTO ENGINEERING AND PLANT PROTECTION WORK.

Further evidence that women are rapidly moving into men's positions in defense industries has been furnished by the company with the disclosure that the first women "draftsmen" have been employed in the engineering department where airplane designs are originated and detailed drawings for production are made.

The latest inroads by the fair sex into men's heretofore almost exclusive engineering field followed an announcement by the company last week that it has employed a woman as a member of the plant protection department.

First of the new "draftswomen" are Ruth Ann Pederson, 21, and Katherine Ponsford, 19, both of whom have had previous training which qualified them for engineering work.

Almost simultaneous with the hiring by Ryan of women in the engineering department came an announcement from the Extension Division of the University of California that a special three-months engineering training course for aircraft draftswomen was being organized in San Diego. (Complete information is available from the University of California in the Scripps Building - Phone Main 9716.)

Ruth Ann Pederson, a newcomer to San Diego, is one of the first women in the Ryan engineering department. Interviewed first as a prospective stenographer, Miss Pederson was

employed in engineering work when Ryan employment officials learned of her previous drawing training at the Kansas City Art Institute. Now she's busy doing a special type of drawing in perspective which aircraft factories are finding useful to supplement the usual detailed engineering drawings.

While in San Diego visiting her two brothers, who are employed in a local aircraft factory, Ruth Ann finally landed her first job where she was able to use her art training. She's plenty pleased about the job, and about the chance to do her bit to speed along production of warplanes.

Another of the "draftswomen" is Katherine Ponsford, a San Diego girl, who while a student at Hoover High School upset the usual feminine run of training by enrolling for and very satisfactorily completing a three year course in Machine Drawing - training usually taken only by men students.

Later at State College, Miss Ponsford tried to "crash" classes in engineering subjects, but the faculty couldn't see it that way, so after a year she left school to take a drafting position with a local architectural firm. Now Katherine is busy as a Junior Draftsman and when we interviewed her she was deeply engrossed in a wing rib design problem.

(continued on page 20)

The BOMBERS

In answer to numerous requests to cover a tactical mission in an Army bomber scouting sea lanes and other areas of the Pacific, the Western Defense Command and Fourth Army assigned a Fourth Air Force officer to make several flights and to write this descriptive story.

The light is breaking in the east here at a desert Army Air Corps base, faintly outlining the grotesque Joshua trees, as the crews struggle across the sand to their bombers.

The Army Air Forces call them LB-30's, but they were built at San Diego for the British who know them as Liberators. They are huge four-motored affairs with guns bristling from green and tan sides like the quills of a disorderly porcupine. The throttles are closed, the crew slips in past the reduced windstream and creeps through the open bomb-bay doors into the heart of the ship.

The pilot, who won the Soldier's Medal for pulling a comrade from a burning airplane, and his co-pilot complete the complicated ritual of checking the ship for flight. From a maze of dials, meters, throttles, buttons, handles, they sort the right ones. The navigator, in this case the son of a very famous father (in fact he refers to the Commander in Chief as "Pop"), takes his station immediately behind the pilot, the radio man sits in his little "office" behind the co-pilot. Crew chief and gunners take stations in the rearward recesses of the machine.

On the ground it is still gray as the procession of mammoth contraptions lumbers to the runway, but the tips of the surrounding mountains are turning pink.

The take-off follows a surprisingly short run and a course is set for a notch in rugged mountains just now being lighted by the sun. Follow glimpses of green rectangular farmlands, silver glints of water courses, highways with little creeping cars, and more rugged gorges and peaks until through the haze appears the thin white line of surf.

Meanwhile the navigator has busied himself with maps and compasses, plotting sheets

R O A R

and tables, and comes up with a course for the flight plan. Back to the home station by radio goes this report.

From the 8,000 foot level which the crossing of the mountains required, the bomber glides down to its cruising altitude, crosses that white line of surf, scuds over the green belt of water near the coastline and the business of the day begins.

The first pilot puts the automatic pilot to work, fiddles with a few buttons, and stretches against a long and tedious scouring of the sea.

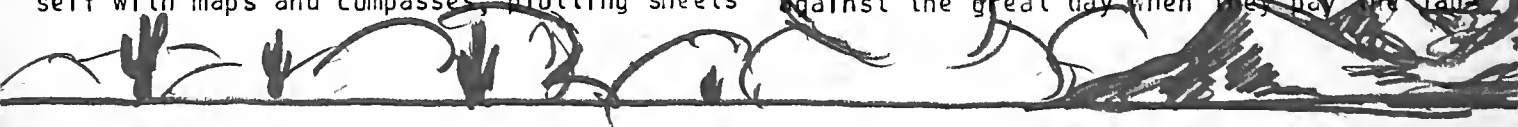
The mountains behind shrink and disappear in the haze, the color of the Pacific changes to slate or postman's gray, the swells chase one another, undulating endlessly with an occasional break into a white-cap. Sometimes a cloud draws its shadow over the sea; always the sun covers all.

Except for this bomber and itinerant and undisturbed seagulls, the sky is deserted, but somewhere to north and south Fourth Air Force planes are racing out to sea, and in other areas the Marines and the Navy fly their patrols.

Day after day this goes on, fair weather or foul, and will continue so long as the American Pacific Coast is in danger. Eyes trained to the purpose constantly watch up and down, right and left, into the sky, on the surface of the sea, and beneath the surface for the telltale shadow which would reveal a submarine.

So it will go on, for hours, mile upon trackless mile, until his compass and his octant and his calculations tell the navigator that the pinpoint on the chart, designated in orders and a substantial fraction of the distance to Honolulu, has been reached.

Still work? The crew thinks not. They love it. They're busy enough. Constantly they're practicing their roles, rehearsing against the great day when they pay the lane



OUT TO SEA



anese back for Pearl Harbor.

The crew chief, a red-haired Irishman, who wears carpet slippers for comfort as well as for agility in scrambling over the ship, leads a tour of inspection. The path to the bombardier's compartment calls for a contortionist who can double inward on himself to avoid the arming mechanism of the bombs and then, flat on his stomach, wriggle past the retracted nose wheel. But once there, the view is the reward.

The bombardier sits in his plastic cage, swinging far out over the sea, as if he hung in a boatswain's chair. At his left hand is the instrument board with which he prepares his bombs, selects them and launches them on their flight. Before him is the bombsight. Under him is one of the guns which enables this airplane to challenge a skyful of fighters.

To reach the gun platforms in the body of the ship it is necessary to make one's self thin flanked to sidle crab fashion between the bombs. Big fellows they are, as long as a man.

A heavy load? This combat crew snorts and offers to double their number and fly them to Oahu.

Four men stand watch in the long body of the plane. The tail is wide open, and the gunner sits there all day, his interphone set clamped to his ears to defeat the pull of the wind. At open ports on the right and left the gunners keep alert. Above is the power turret. Cans of ammunition are stacked about in racks. These are big guns, and judged by aerial gunnery standards of the World War, they are monstrous. It is easy to understand how in tearing through a man their missiles make a hole as big as your hat. You comprehend the thickness of the armor plate which lines the vitals of the ship.

Firing through the side ports is no Saturday afternoon skeet gun shoot. That many-miles-per-hour windstream does things with

the protruding gun barrel. You pick out a bit of scud ahead of the ship and fire, squint, then try to hit it again before it flashes past. The leverage of the wind lifts you off the floor. The tracers ricochet and skip across the water. You feel satisfied to have been able to hit the sea at all.

The power turret is different. If the side port guns require the heft of a running guard to master them, the power turret calls for the deftness of a pool shark. You touch the keys, exert a little pressure, and the whole contrivance swings, dips, rises as by magic.

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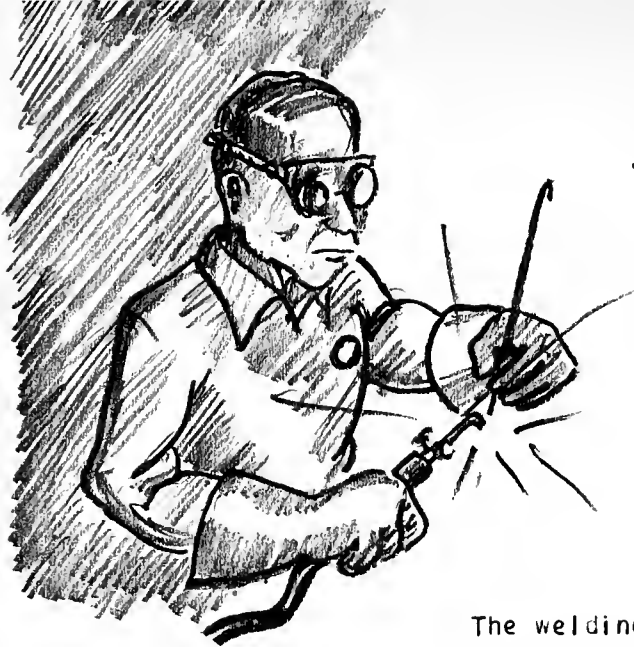
From the same desert field flies a different type of patrol, the coastal sweep, in ships which already have won battle honors with the British as the Hudson Bomber. While their two engines limit their size, the Luftwaffe has learned they pack a punch in a slug-ging match.

This coastal sweep begins at the same desolate hour before daybreak, vaults over the same mountains, to take up the march off shore. The mountains are hardly out of sight, which has a certain comfort, when the crew chief passes out the life vests and is insistent about seeing them tied on.

Ships on the coastal sweep resemble police radio cars covering their beats. This one takes up patrol opposite a jutting headland, infamous for the number of vessels which have come to grief because the captain thought he could cut it too closely. The Hudson carries on out to sea, turns parallel to the vanishing purple lines of mountains.

The co-pilot's seat provides a limitless view. It seems nothing can escape your sight. Suddenly one wing pokes up in the sky and the Hudson comes around in a curve. Something caused the pilot to alter course. In a little while a dot appears in the haze. It takes form rapidly. Soon the plane skims alongside
(continued on page 16)

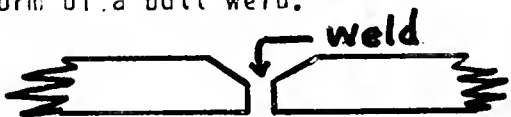
Behind the



The welding of aircraft parts, assemblies and structures is roughly divided into two classifications. In the first group we find the structural members, or those parts which must withstand high loadings. In the second group we find the parts and assemblies which are not going to be required to carry loads of any appreciable size in service. An example of the first group would be an engine mount while an example of the second would be brackets for steps, fire extinguishers, etc.

Because of the extreme difficulty of determining whether or not a weld is satisfactory after it has been completed, both the U. S. Army and the U. S. Navy have set up rigid standards which must be complied with in order that they can assure themselves that the welder is capable of doing the type of work which they demand. This we term the certification test. These certification tests are different for welders welding different materials. The most difficult of these tests is the test that a welder must pass in order to determine his ability to weld on primary structures.

It might be interesting for us to examine the welding tests which are required for welders to be certified for the welding of Chrome Molybdenum steel (X-4130) and also the qualitative test which he must pass in order to be certified to weld stainless steel (18-8). We will first take up the matter of the certification for X-4130 (carbon and alloy steel grouping). The certification tests for a welder in this grouping is divided into four parts which are as follows: the first test consists of welding two pieces of 1/4" material together in the form of a butt weld.



①

Upon completion of this operation the excess weld metal which has been deposited at the weld bead is

ground off on both sides until there remains no more metal at this area than the thickness of the base material. The material is then cut into strips about an inch wide so that the weld is contained in the center of each strip and a force is applied in such a manner as to break the specimen. Since the remaining weld metal is no thicker than the material which was originally welded, the greatest load which the material will withstand before breaking is the strength of the weld. Requirements have been set up which the welder must meet and unless the strength requirements are met, the welder will fail.

The second test consists of the butt welding of tubing in four positions. The positions are low and high horizontal and low and high vertical. In this manner the welder is showing his ability to do good welding with proper penetration under adverse conditions similar to the conditions he will encounter in production welding. The tubes are then pulled to destruction in order to determine the strength of the weld.



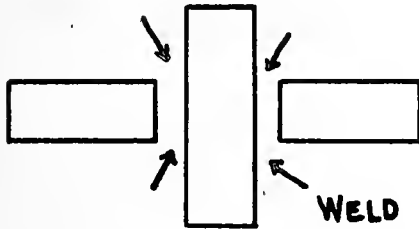
②

The third test consists of welding two 1/4" pieces together in the form of a cross. This welding is then spot faced in the area welded and subsequently pulled to destruction. The strength of the weld in terms of inches of weld metal is the determining factor as to whether or not the welder has passed or failed. The above three tests as the reader will have noted, are all in terms of strength although the additional factor of stretching (elongation) is still an important factor to be considered since the weld must possess ductility.

Scenes in

AIRCRAFT

WELDING



The fourth test consists of the welding of a complicated section embracing thick and thin materials, in order to determine the welder's versatility in welding heavy and light sections together. It is welded in such a manner that part of the assembly is not visible for external inspection. This weld test is then cut through the center (sectioned) and the exposed faces are ground and polished and then immersed in an acid etching bath.

The acid attacks the deposited weld metal at a different rate than it attacks the base metal, and in this manner a picture of what actually happened is formed. This resultant examination permits the laboratory technician and inspector to evaluate the resultant weld in terms of penetration, porosity, blow holes, inclusions, and whether or not the welding has been sound and uniform.

By now the reader can readily appreciate the rigid requirements which each welder must pass before he can be properly "qualified". As a further safeguard for continued good welding, a recertification test is required periodically every 6 months.

The specification also carries with it the added provision that a certification is only valid so long as a welder continues to weld these materials in regular production.

Should the welder discontinue welding for any appreciable length of time or should he be welding other types of materials such as aluminum alloys or stainless steels his certification automatically becomes void.

Many companies continue to inspect their welded parts in order to determine the efficiency of their welders by means of regular production tests. This consists of taking regular production welded samples and submitting them to X-Ray inspection. In this manner a part can be inspected without the necessity of destroying it in order to determine whether or not the weld is sound.

The certification test which a welder must pass before he can be permitted to weld on stainless steel consists of the welding of a test piece as well as a production part. The test piece consists of the butt welding of two pieces of stainless steel together. If more than one gage of a material is being used in production, he will be required to weld two test pieces to simulate the thickest and the thinnest gage being used in production.

Upon completion of welding the test samples, they are cut into sections and the excess weld metal ground off on either side. This is followed by polishing. The final operation, and the most critical one, consists of bending the test strip 180° in the plane of the weld over a radius equal to one thickness of the metal. This severe bend test must be met without cracks showing up on the outside of the bend. In this manner the adequacy of the weld is noted in terms of its ductility while the production part welded is a measure of penetration, uniformity of welding, burning, etc. Many times it is also desirable to etch additional samples.

The reader is probably wondering why no mention is made of the strength of the welded joint. This is due to the fact that for stainless steel the primary consideration is not the strength of the weld, but the soundness, since this material is not part of a primary structure. It is further interesting to note that stainless steel must withstand severe corrosive conditions in service, namely, that of high temperature. As a curious corollary, the ductility of a deposited weld is a measure of the corrosion resistance and it has been proven that a weld which will bend properly will withstand corrosion while a weld which will not bend will not withstand corrosion.

BASEBALL

Hats off to Art Billings and his Stalwarts of the Baseball Diamond

The trumpets blare and the spectators stand at attention when the Ryan Baseball team takes the diamond each Sunday afternoon in their quest for the San Diego County Hardball Championships.

It is to be noted that through the long season these boys from Ryan have lost but two games in a season that has been filled with games far from the "cinch" class.

From the great attendance at each of the Ryan games, it is very easy to see that the Ryan boys have endeared themselves in the hearts of the fans who follow these "Sunday Games" with great regularity and that the crowd follows the Ryan Team, which is a good indication that they have always played a fine brand of baseball and that the team was well balanced and most certainly well managed.

Taking a look at a cross section of the team, we find the manager, A. S. "Art" Billings always "All Out" for the team as a whole and always willing to help any and all of the team's fifteen players with any problem whether it be baseball or personal. This trait alone is one that has made him by far the most popular baseball manager ever to hold forth here at Ryan. Aside from his personal attributes he is an outstanding authority on the game of baseball and at all times is willing and ready to do all that he can for the sport.

Here's some dope on some of the outstanding players on the squad itself--I say "some" because it would take this whole issue to tell of all the fellows---

WARREN KANAGY, who pitches some of the best ball of the league, has been the winner in every start, which is plenty to say about any pitcher. When the name of Kanagy is mentioned you also mention the name of FRANK KERR who did most of the catching, and what a job he did. Kerr and Kanagy are inseparable both here in final assembly, where they did a great job on tail assemblies, and on the baseball diamond where they formed a battery that was poison to all the opponents they had to deal with.

The brother act of the Ortiz family was one that made possible many of the wins for the Ryan team and with the exception that the bed looked better than the diamond, the Ortiz boys "RAY" and "FIFEE" were always there when "play ball" came from the black suit behind the plate.

Then to look further we find the other "Brother Act" in the MARLATT family--JACK playing a great game at second base, IRVING playing the always dependable and steady game at short, and BYRON doing a fine job as a playing coach to assist in chasing those runners around the baselines. Then we have FLOYD DUNGAN who has played steady ball all year and has been putting up a great defense in the outfield as well as hitting in the clinches which counts a lot.

S p o

Last, but not least, in the cross-section of our baseball team, we have the ever popular JACK "THE HAWK" BILLINGS. There you have a bundle of everything it takes to make a great baseball player--a good line at the Umpire on certain occasions, a fine fielder (for that matter, one of the best that has come to these parts for some time), at the "Dish" he is right in there never willing to give an inch, and when the pitch is in there it is just as likely as not to be rapped for at least two bases and sometimes for a round trip.

"The Hawk" will never be forgotten for a play that he pulled at Navy Field against the highly touted soldiers from Fort Rosecrans. The score was two to one in favor of Ryan's. It was the last half of the ninth inning; there were two out and two men on base. A hit here would have meant disaster to an otherwise perfect record. With two strikes on the batter, a ball was hit in very short center field, the position that Jack has had all year. At the crack of the bat in started "The Hawk"; the manager was the first to faint; then the business manager slumped; and finally the coach swooned. When we all woke up there was "The Hawk" with grass stain on his shoulder--evidence of a diving one-hand catch--standing over us, saying in his usual manner, "What's happened? You never had a doubt that the catch would not be made, did you?"

BASKETBALL

Ryan Bucket Flippers Hold Down Top Spot in Industrial League Boasting A Perfect Record Unbeaten and Untied.

With seven straight wins to their credit, the Ryan basketball team is holding down the top spot in the San Diego Industrial League basketball championships, boasting an unbeaten record for the season so far.

The team as a whole has played flawless basketball and deserve the place they hold at the top of the league. There are really no outstanding players but as a group they are pretty hard to beat in city industrial league competition.

The team roster includes such familiar names in the Ryan athletic circle as BOB CHASE, playing a whale of a game at Guard; MOOSE SIRATON, playing his usual steady game at forward; ED HERRIN, playing as usual the main stay in the many court battles; JOE "BLACK MAN" BASSO, putting on the best show of his basketball career here at Ryan's; OWEN WALKER, who believes in the old saying "possession is nine points of the law"; MORGAN FINNEY, playing a steady game at forward; AL "SKIN AND BONES" SZALAI, providing the unexpected thrills of almost every game; BILL MATHIE, playing a heads-up game at all positions; and JACK COREY, a newcomer but a welcome addition to the team, playing a great defensive game.

The team as a whole have worked together very well the entire season and at no time was the outcome of any of the games in question. There are four remaining games to be played and it is the hope of your Recreation Department that all of you who find it possible will come out and cheer the boys to victory as they strive to go through the season with an unbeaten record. Your support will be a great help and the team deserves all the help we can give them.

Watch the Sunday Union Sports Section for the date and location of the remaining games to be played. Let's support our teams.

7 1 1

And that is our Ryan Hardball team that is leading the San Diego Hardball League.



GOLF

Ryan Divot Diggers Enjoy First Monthly Golf Tournament for 1942.

When the sun broke over the dew sprinkled golf course tucked neatly in the valley of the Rancho Santa Fe Estates, thirty mashie wielders of the Ryan Golf Club were ready to launch the 1942 Golf Season.

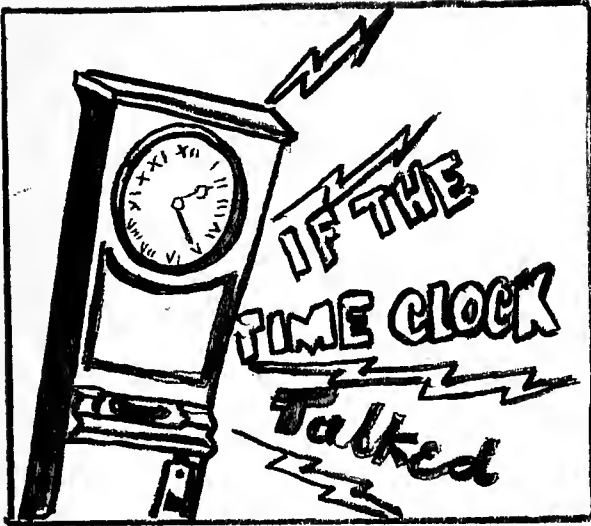
Every one of the golfers, at the conclusion of the tournament, said "Let's have another one" which is the best indication the golf committee could have that their efforts

were appreciated and that the next tournament should be a great success.

The tournaments to be held in the future promise to be worthwhile events with prizes for almost everything—including the highest score.

The scores of the first tournament are no indication, we hope, of the golfing ability of the Ryan factory because they were anything but good. Believe it or not, but out of the thirty odd golfers (Larry--what do you mean by thirty "odd" golfers?--Ed.) who competed, the "low gross" which we all realize is the premium prize of any golf tournament was won by our "Old Standby" BERNARD BILLS of the machine shop with the rather weak score of 87.

(continued on page 23)



Foreman Rusty is always on the job to spot any of the boys who have small injuries, to make sure they go down to the plant dispensary promptly, for first aid.

Lefty had been with us less than ten days when he slipped from the third rung of a ladder one morning. He only scraped his shin.

When Lefty came back from the plant hospital, Rusty was waiting for him out in front of me and Rusty talked the accident over with him. Rusty said, "You know, Lefty, you might have fractured your skull instead of scraping your shin. You were just lucky, that's all. I have known guys who had to be taken to a hospital and stay there a long time, as a result of falling only as far as you did."

Rusty went on, "I am just as interested in finding out why you fell off that ladder as I would be if you had fractured your skull. Once an unsafe act has been done, none of us can tell whether a slight or serious injury will result. That part of it is all luck.

"Let's go over and look at that ladder set-up you were using and see what we can find wrong with it." And off they went.

You can bet that Rusty found out why Lefty fell off that ladder. It may have been a bum ladder and shouldn't have been used at all; or maybe it was set up at the wrong angle; or maybe another man should have been holding the ladder; or maybe the ladder should have been lashed; or maybe Lefty was leaning over too far.

It's a cinch Lefty will know all about how to use ladders safely after this. That stuff about luck being the only difference between a slight injury and a serious one is pretty good dope.

A good way to figure it out is that EVERY INJURY MIGHT HAVE BEEN FATAL. Slight injuries are just as important as serious injuries. BOTH are bad news!

Bob's Bumps _____ G. BOB HARRIS

Well, gentlemen--oh, yes--and ladies. It has been some time since you have had the pleasure of reading my little donations to the Flying Reporter.

Well, what say we talk about the topics that are going around in the plant? One of our old-time bumpers, KEN WOOD, just got his new classification and he is I-A. Well, the government didn't need to go to all the trouble to find that out--we all knew it here at the plant.

I see the boys, meaning ALBIN "NUBBIN" WEBER, FRENCHY "PUSH-EM-UP" FOUSHEE, J. C. "SATCHEL" SMITH, J. NEWMAN, SLIM COATS, CARL THOMAS, RAY "EX" MORKOWSKI and GIB BRESTOW, (by the way, Gib was broke), all donated their pennies and nickles to "SHORTY" EDDIE BUSSWELL

in order for him to get his all-purpose coat (supposed to be white) cleaned. You should feel good about this, Shorty, as the boys generally take a feller's clothes to be washed and wash them with him inside--and I do mean inside.

I want to welcome our new men in the Bumping Department. WALT "Aye just been down from Minnesota" NELSON and B. F. KINGALL, the old kid "from Lost um in Angeles". Oh yes and last but not least our latest addition to the bumping family, R. W. NOORDA--your guess is as good as mine.

I see BILL "SNOW WHITE" COLES waited six weeks for that-----? Well you fellows know what he waited for. Said he just couldn't wait any longer. Good luck, Bill.

"TWO DECADES OF RYAN ACHIEVEMENT" is the theme of the picture page which follows - a new feature which will be continued in the next ten issues of Ryan Flying Reporter.

A picture story of the history of the Ryan organization, "TWO DECADES OF RYAN ACHIEVEMENT" will be concluded in the September issue this fall, at which time the company will celebrate its TWENTIETH ANNIVERSARY, for it was in September, 1922, that Claude Ryan opened his "flying service" at the foot of Broadway, where Lane Field now stands.

In subsequent issues of Flying Reporter, Ryan employees, new and old, will have an opportunity to become familiar with the pioneering work of the organization with which they are now associated.

Perhaps only a relatively few employees know, for instance, that Ryan Airlines' "Los Angeles-San Diego Air Line" was the first year round scheduled air passenger service in the United States; that Claude Ryan is an old Army pilot (not so old at that - he had to register for the draft) and flew Forest Fire Patrol in Northern California; and that our own "S-T" trainer was the first low-wing primary trainer ever used by the U. S. Army for initial flight instruction of aviation cadets.

These and a lot of other interesting historical facts will be told in pictures in the new "TWO DECADES OF RYAN ACHIEVEMENT" feature which begins this issue in anticipation of the celebration of the organization's 20th Anniversary in September.

We suggest you save your copies of Flying Reporter, and for goodness sake, if you have any old pictures of Ryan activities which you think would be of historical interest, please send them to Bill Wagner, Editor, Ryan Flying Reporter.

Fabric Highlights by DOROTHY KOLBREK

Hello, everybody and all, back again to test your patience and tempt your taste for terrible tales.

HMMM! HO! Spring's here with its birds and bees an' flowers an' mountain streams, and I, poor mortal, am earth bound, to say nothing about muscle bound.

Have been reading over some of the previous Flying Reporters and must say that there are some fine writers contributing to it--for instance the article "Faith", by Daniel Burnett; "They Probably Smile" by a Second Shifter, and who is he by the way?? (It's a secret--Ed.) "Thoughts of a Defense Worker" was also very good, to say nothing of all the rest. I feel about two inches high when I read all these other fine articles.

By the way, Mr. E. Magdick, it just goes to show you that the proof of the pudding is in the eating. All these guys from nineteen states--ha! ha! This is California, or didn't you know.

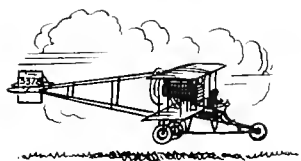
I know now why they let men chew tobacco while they're working. It's so's they'll keep their mouth shut. They are really over a barrel when they have their mouth full.

Even with working eight hours, a great many Ryan employees are finding time evenings to attend First Aid classes, Block System classes, etc. We all realize the importance of these things and appreciate the fact that we have a chance to educate ourselves and further our own protection. Guess we will have to get acquainted with the Jones's next door after all. We've known their kids for a long time, but never did get around to saying "Howdy" to the old folks.

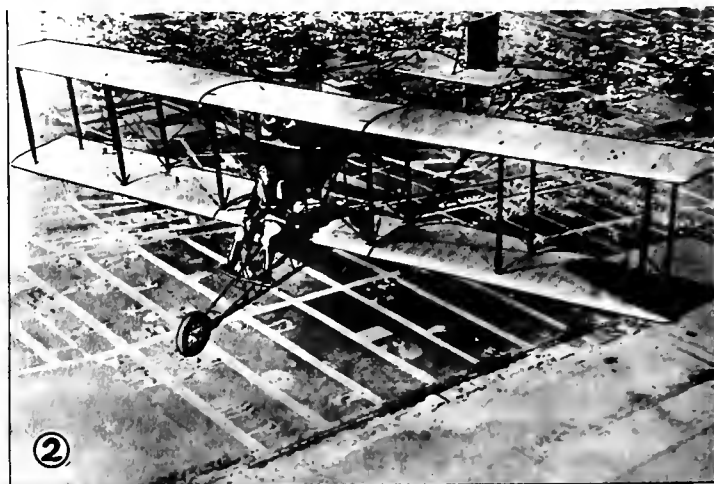
I wasn't at work at all last week--had the flu--so a great many things passed me up in that little space of time. This morning I was calmly tending to my own business not expecting a lot, just sort of appreciating the fact I had a lot to be thankful for, and what should I see but a woman in policeman's clothes casually strolling down the aisle. By Golly! Now we're going places.

I wish you could all know the artistic ability that we have in the paint shop. In my wildest dreams I never anticipated being an artist's model. Oh Dear! I'm still laughing. I said my wildest dreams; I should have said my wildest nightmare. The Ryan Company certainly has broadened me. (continued on page 26)

1911



TWO DECADES OF



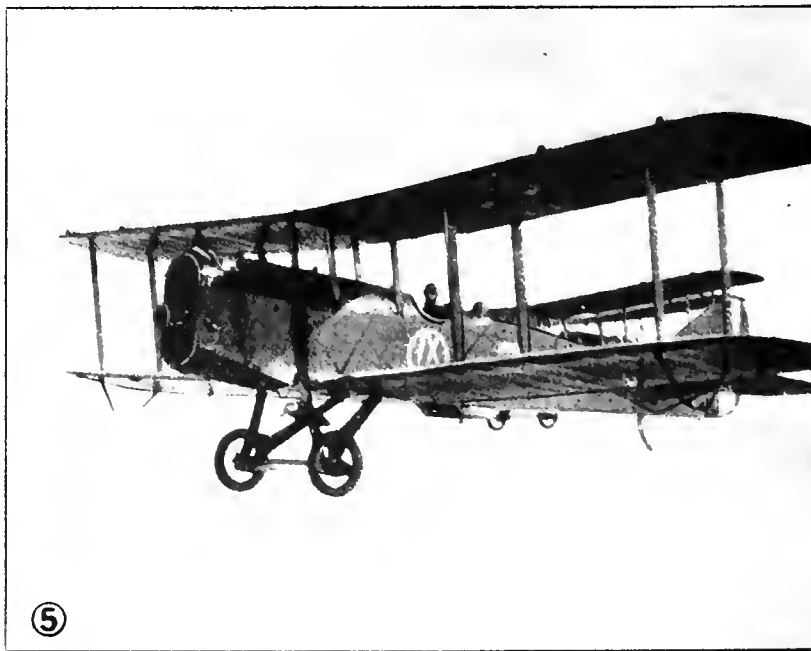
The Early Years . . . Although the actual founding of the Ryan organization, here in San Diego, is an event of just twenty years ago, the circumstances and events which led up to that opportune moment extend back at least ten years before the eventful autumn of 1922—

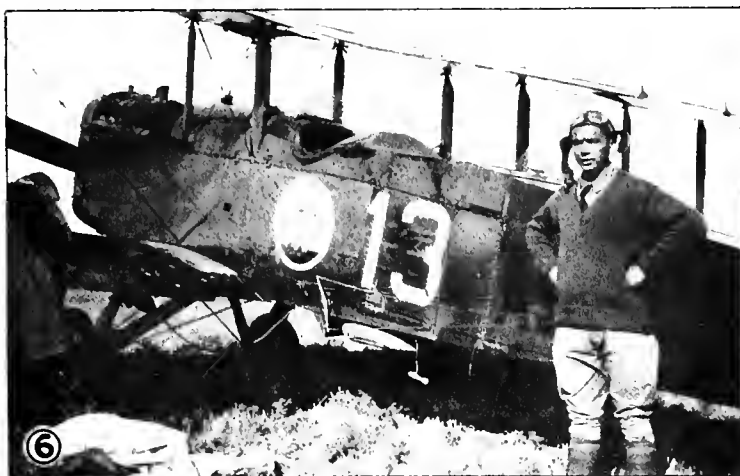
Back as far as a day in the fall of 1911 when Claude Ryan and a pal of his awaited the arrival of Cal Rogers at Parsons, Kansas, on the first coast to coast flight. For Claude, it was the first time he had actually seen an airplane. (1)

Rejected by the Army as an aviation cadet in 1917 because of his youth, Claude enrolled at a civilian aviation school in Venice, California, where he took his first flight training with Al Wilson (2) in a Curtiss pusher-type plane. The school's plane equipment and its financial structure were both shaky and before Claude had an opportunity to receive much valuable air experience, the school folded.

With but one two-minute solo flight to his credit, he gained acceptance from the Army in 1919 and began primary training in a Hisso-powered Jenny (3) at March Field.

Picture (4) shows Ryan in his cadet days. About the time Claude finished at March Field in 1921, the Forest Service made arrangements with the Army Air Corps to put in an aerial forest fire patrol covering Northern California and Oregon. Since it was decided to use the graduating class at March Field for this purpose, Ryan volunteered and was sent to Mather Field, Sacramento, for 10 hours training in Liberty D-Hs (5) in preparation for beginning the patrol work.





Forest Fire Patrol . . . Upon completion of preliminary training in the D-Hs, Ryan became a member of the 9th Aero Squadron which was sent to Corning in the Sacramento Valley to take up patrol duties (6). Volunteering to use the unpopularly numbered "13" plane, Ryan was given a 500 mile run over a route northwest from Corning to the Oregon line, east to Montague and return via Mt. Shasta. The course required the D-H to fly at nearly 10,000 feet, much of the way over heavily timbered mountains, with only two emergency fields provided. The planes were equipped for radio transmission, with arrangements made for amateur operators to act as receiving stations along the various patrol routes. Each pilot was in charge of his own plane, a mechanic and an enlisted observer. Picture No. (7) shows Ryan on one of his "days off" in Corning.

In spite of his number "13" DeHaviland, Ryan never seemed to have any trouble and in the fall was selected to make the first landings on a number of emergency fields which the Forest Service had cleared.

Finally, one day Ryan's old number "13" did begin skipping beats when far out over the forests. Fortunately he was near a new emergency field at Orleans, an Indian village, where he brought the plane in for a safe landing (8). Picture No. (9) shows pilot Ryan on the prop of his Liberty D-H at the Orleans field.

These were the events which immediately preceded a trip to San Diego by Claude Ryan and the subsequent founding of the Ryan organization in September, 1922.



Slim's Pickin's

Once more into the breach, dear friends,
 once more,
In peace there's nothing so becomes
 a man
As modest stillness and humility;
But when the blast of war blows
 in our ears,
Then imitate the action of the
 tiger;
Be copy now to men of grosser
 blood
And teach them how to war.

---Shakespeare

That's what Shakespeare thought about war, and I guess we must be "throwing them into the breach", as more and more of the boys are leaving for training. Not a week passes but there is a brief round of hand-shaking and "good-luck's" and several more of the old gang have disappeared.

We have seen many odd characters come and go, in our sojourn at the "sweat shop". If we had the time we could elaborate on many of them. Each one is a story in himself. We'll name a few rapidly.

I think you can identify many of these and you'll know what I mean. "THE WEASEL", "YUSSEL THE MUSSEL" BETTENCOURT, "LI'LL ABNER" THOMPSON, "STINKY, THE STINKER", (a sobriquet acquired through diligent evasion of soap and water over a period of years. In this case, a lifetime.) We could name many others, and you no doubt have many like them in your department. But let me tell you about our latest.

For many months the guards and soldiers have snapped at C. E. POWELL, "Where the h--- is your badge?" He'd shuffle in, in those old baggy corduroys, grinning and paying little attention to the growlings. Last Friday he appeared in a Captain's uniform, spic 'n span, bars all shined, boots glistening. A parade all by himself. Brother, you should have watched the heel clicking and the snapping to attention, the salutes etc., at the front gate. They even forgot to ask him for his badge. There was only one incongruous note to all of this military display. Under his left arm, the Captain had still tucked lovingly, his old battered lunch box.

Oh, you want to hear bout those divorces now, eh? Well, we promised to tell you, so here goes. HAPPY (again) BILL JURNEY said that his wife had him out on a limb so long that he built a nest there. He wearied of it finally and left her quicker than a price tag on a Christmas gift. AL WEBER too, is a lot more cheerful lately. At his divorce it was charged that when her relatives visited, they were required to sit in the

kitchen. That's trusting them pretty close to the ice-box, isn't it? It was also charged that he made her wash the car. She probably did it with a long mop from the rear seat. It seems, though, that the main trouble was that Al doesn't own a uniform.

When you come to think of it, a lot could be said on this divorce business. For instance, do you think that people who talk incessantly while dancing should be kicked in the shins? If you have made a mark of seventy in this quiz you are a person after my own heart. Shake pal.

An Illinois wife asked for divorce because her husband talked in his sleep. May have been the only time he had a chance. Well, anyway, both Al and Bill agree with Father Divine's slogan, "Peace, its wonderful!"

TITUS SATTERFIELD (sounds like the name of a soft collar) was stopped by an officer who told him to get a windshield wiper, but on looking over the car decided it also



by Slim Coats

needed lights, tires, a new body and motor.

From the Modeling Department come rumors to the effect that ERNIE FIELDS of the Tooling Department is a "wolf". How about that Ernie?

MRS. HELEN GOODRICH, our new policewoman, just back from her vacation says, "I think the Grand Canyon is just gorges." DONSTON, the plant guard who has just returned from Iceland, (don't let it fool you, girls) not only wears his tags around the plant, but even to various restaurants. Well, at least it's nice to know someone is eating.

Now that I've paid my income tax, it will be quite some time before I can afford to eat again. Golly, it's getting so that pretty soon the Republicans won't be able to get a tax in edgeways. Oh well, you can't take it with you, especially if you never had it.

The only foursome we know of in the golf tournament was comprised of LEE PETERSON, MYRT WILDER, "SARAZEN" WHETSTIEN, and JENS NEWMAN. The boys were in more hot water than laundry soap. Lee was throwing sand out of the trip on the ninth hole so long that a W.P.A. foreman came along and gave him a check. Myrt was a reasonable facsimile of Father Time chopping out clumps of long grass.

"JUNIOR" GILLAM, aided and abetted by those sterling characters, BOB DAWES and BILL CORNETT, is haunting the Hawaiian Drive In. Her name is Tanya, and Junior claims she's French. In what part of France do they say, "Oy Gevalt?"

That worried look on JOHNNY VANDER LINDE doesn't mean that the Japs are winning; it's just that his little boy has been ill with appendicitis. You probably all know of the auto accident in which JERRY CONNELLY and LLOYD "SLEEPY" HORN were injured. We were not permitted to see Sleepy when we called at the

hospital, because of his serious condition. Let's all drop him a card, fellas, and give him a little moral support. It does wonders sometimes, and will show him we're pulling for him. Send the cards to Scripps Hospital, La Jolla. Jerry is out of the hospital and is doing wonderfully. FRANK WALSH is back with us again, and we are happy to have him back with us.

We should like to warn you again not to discuss your job with anyone. "Serve in Silence."

Speaking of sabotage, only last week the authorities found that one of Los Angeles' largest hotels contained a Japanese vessel.

Wonder what happened to DAPPER DAN BURNETT? We don't get together any oftener than a couple of Australian shepherders.

We hear that AUDREY BAY and NORECE KIRKSEY over on the school side of the field are holding fort for the Army. Seems there have been no real engagements yet but several minor skirmishes and plenty of reconnaissance flights.

We have taken quite a bit of ribbing because we failed to take first money at the Tucson, Arizona, Rodeo. The Fiesta De Los Vaqueros, to be exact. But you must remember, boys and girls, everyone cannot be first—even George Washington married a widow. We did have a lot of fun seeing the old gang again. Many of them are familiar to local rodeo fans, Hoot Gibson, Monte Montana, etc. And it was certainly refreshing to be once more where bull-throwing is an outdoor sport.

"CONGRESSMAN" MORKOWSKI tells me that before the war Washington was a madhouse, run by the inmates. Now there seem to be more inmates. If anything, there are more people down there doing less for fewer reasons.

"THOMAS EDISON" COVEY admits some of his inventions don't work, but then on the other hand, he will show some of them that will. SCOTT CARL informs me that while looking in a pawnbroker's window the other day, he discovered that you could be as fit as a fiddle and still be in hock. (Well, he said he was looking in the window.)

When General McArthur heard of the "bombing" of Los Angeles, he cabled the Army here saying, "Will send you men and supplies if you can hold on another 30 days."

Well, this is all I know and at that I'm smarter than Napoleon and Hitler. No matter how tough I get, I'll never invade Russia in the winter time.

IF YOU MUST KILL TIME —
TRY WORKING IT TO DEATH

MAINTENANCE _____ by pat kelly

Sometime ago a distinguished author wrote "Beware the Ides of March". Those words are quite true today as a deadline with the Collector of Internal Revenue approaches. With that in mind, if any, this column may be a hit and miss affair.

BOB FISHBURN, erstwhile store keeper par excellent, is now with the engineers. Whether or not he hails from Georgia Tech, his appearance has been that of a rambling wreck the past week. Admitting he was hit by a piece of lead, he also said that --- well, perhaps we should skip that. We all wish you the best of luck, Bob, but we see no reason for taking all those new tools with you.

While losing one man to the office force, we gained another in the form of SARVER. Our

short acquaintance prevents any bold remarks, but we will say he seems a splendid chap.

Another new-comer, MITCHAM is a soft-spoken boy from Louisiana. "Way down where the 'Kay-gin's drink thick black coffee that will keep you awake for months". Uncle Sam is casting a longing eye in Mitcham's direction, so we may not keep him long.

"DUKE" DUSHAUNE reports everything quiet in the "Del Maw Sectaw". Under the "Duke's" supervision, the bull gang has been placing sand bags at handy spots about the yard.

MCCUNE and CHRISTY announce the opening of the "Elite Boarding House". Particulars upon request only. The clientele is said to be most exclusive.

This is not even a near miss, so I'll ring off.

PRODUCTION PLANNING by maynard lovell

Production Planning these days has to check day by day to see who "is" and who "was". CRAMER has left to run down parts for the new experimental job--FARR has taken over the duties of day dispatcher in the hammer shop--good luck, boys.

With the outlook getting better for girls in factory work, MILO CASSEL is doing his share, having become the proud father of a baby girl on February 27th. Congratulations!

We find GEER--(Our former boy soprano)--singing up and down all the aisles these days. Having taken over the duties which formerly

occupied the time of CRAMER as follow-up man, he is a busy boy.

The happy face of JACK HARTLEY had a wider grin than usual--yes, he was the proud possessor of an overtime pass to work SATURDAY.

KEN RUSH this week becomes a man--celebrating his 21st birthday. A little dye on the moustache might help, Kenny.

What boy in Planning got kicked in the eye by a Ford main bearing?----so he says? Some one should SPIKE the rumor.

THE BOMBERS ROAR OUT TO SEA cont.

a rusty and lethargic tramp, bumping up and down, up and down, through the swell. Comes the military business of passing the time of day. The navigator-bombardier sticks his head up from his den, his report form in his hand.

"Yeah," agrees the pilot, "and he had a 5-inch gun aft, too. Put that in."

The news flies off to the home station by radio.

This pilot has been flying Army planes nearly five years. He covers the beat every day. He does it leisurely and easily, with a pipe in his mouth. You determine not to be so stupid next time, to spot the vessel as soon as he does. But it doesn't work. As

the airplane works its way closer to shore, fishing boats, minesweepers and occasional tankers materialize. It is warm and pleasant, especially on the southern leg of the beat with the sun so comforting. You give up trying to outsee the pilot. In fact, a little nap is refreshing.

Another plane comes out to take over the beat. The Hudson turns inland, over the mountains.

The sun is slanting as the plane lands. A huge tank truck and trailer roll up to replenish the bomber's inwards.

Pilot and navigator check in at the operations tent. Their reports are tabulated, coded and dispatched. With many others they pass across the desk of the air commander of the west. This day's job is done.

SECOND SHIFT

SHEET
METAL
by emil magdick

Boy, that deadline sure gets around, so, let's see what the Sheet Metal Department has to offer in the way of news.

WOODY THOMPSON, who was recently operated on for appendicitis is back at work. When asked if he suffered much pain, his answer was "No" and that lying in the hospital was just a vacation. But what really hurt, he said, was the \$275 for hospital bills. Well, we're glad to have you back in one piece, Woody.

JOE WAGNER, the fugitive from a cotton field in Tennessee, was taking on a little too much weight, so in order to retain his girlish figure he joined the Y.M.C.A. After a week of swimming, weight lifting, etc. he weighed himself and to his surprise he had gained two pounds. If you could see the lunch bag he carries, you wouldn't wonder where the other two pounds came from. Hey, Joe, do they grow cotton in Tennessee?

What two Sheet Metal guys, slightly inebriated, were caught trying to walk out with a table in a downtown



night club the other night? Collecting souvenirs is a swell hobby, boys, but why pick on tables; why not just take the orchestra?

The three boys down on the bending apparatus decided to get in some free advertising so they have inserted this ad.

STIGNER, CONKLIN and HAIGHT
Let us do your bending!

The firm of Stigner, Conklin and Haight, have made a study of bending in all its finer phases. During their office hours they bend parts for the Ryan Aeronautical Company. During leisure hours they are either broke or badly bent. Their week-ends are one prolonged bender or else they are hell bent for Tijuana.

Others have tried us, why don't you?

Well, boys, with an ad like that, you should get some response.

Well, another week-end trip was taken to Yuma. This time by our great, south paw Mineralite hurler, FRED HILL and a Miss Ruth Erickson and so to you both, Fred and Ruth, best wishes and lots of luck.

Boogie Woogie, Swing, Jive etc. may be the music for the hep-cats but not for BYRON GEER and PAUL BOWMAN. They go in for the classical and symphony stuff. They both attend all local recitals and concerts, and from the way they talk, they really enjoy it. Byron, whose hobby is obtaining records of all symphony and classical music, sends out a special invitation to all interested to come and hear his collection of records. So to those who are inquisitive and not interested, bring your ear muffs and aspirins, and those who are really interested will really enjoy it.

The other day "UKE" UMANSKY was asked if he would like to contribute something to this column. He said he would be delighted, so the very next day "Uke" turns in
(continued on page 18)



Humanity

We are humanity. We are the little people. We are the blood stream of the Nation. We are the thread that weaves the Pattern of Destiny.

We live eternally, in our children and our children's children. Deep rooted in our souls (and whether we know it or not) motivated by ageless love, is the desire to fulfill a prophecy. Millions of tiny veins are we, from which flows the life's blood of the generations to come. All else might pass away, but life shall be eternal.

Their heritage shall be a Creed, and their creed shall be freedom. Never shall these people of these United States live under a rule of restriction and slavery.

How do I know these things? I know because....

We are the rich black soil. We are the smoke filled cities. We are the roaring factories, the deep green valleys. We are the Daughter, Brother, Sister, Friend. We are the symbol of life.

We are the wanderer. We travel into realms of realistic dreams. We are the conquerers, not of men, but of new things. We never stand still. We build up, we tear down, we create, we destroy. We are petty, we are crude, we are feeling, reaching, looking, watching, seeing and assimilating. All these things are here--here in our great rich land.

We can never be destroyed. How do I know? Because....

We are the spiritual, the mental, the moral, the physical. We are the heart of Humanity. In us is the liar, the thief, the murderer, gangster, the kindly, the faithful, the healer, and the hopeless procrastinator, the genius and the plodder, the critic and the fool.

by DOROTHY KOLBREK

In us lies the hope of the future. In us lies the dead ashes of the past. In the dawn of tomorrow glows the last rays of today's sunset--the glory of the morning--the waning at sunset--the call of the bird--the promise of a new day.

We are God's children. We shall rise to overcome our enemies. We are not worthy. No, but we shall be when this is through. We will have proved our metal. We shall have proved our worth. We shall be tried and not found wanting. We shall cry and shout to the high heavens, and then we shall go on and do the things that we were meant to do.

We shall help our neighbor, because his cry shall rise above our own, and his need will be greater than ours. These are the things we are created for--these are the things that make us the greatest nation on Earth.

All other things shall be forgotten in our need for each other. From the lowest to the highest there will be faith, not because we consciously want it, but because we are ourselves and we have a Destiny to fulfill. We shall not be teachers to others; we shall not even be the example for others, but we shall be the living symbol of love.

I believe in all these things because I believe in life itself--because I believe this is not all there is. There is more, there is a pattern, and the pattern revolves and lives over and over in the lives of future generations, which keeps purifying itself through the ages until it is clean and rich.

No, we lovers of Freedom and Progress shall never die.

SHEET METAL SECOND SHIFT cont.

a sheet of paper on which was written a ditty which went something like this:

Rub-a-dub-dub
Three men in a tub--
My! How unsanitary--

After that hunk of poetry, he decided to go on day shift. You have one guess why.

Due to the lack of scandal which the Sheet Metal Department is so well noted for, we will have to close for this issue. See you soon.

Sealed Lips

MAY MEAN

Saved Lives

Living in a territory where we have easy access to information on troop concentrations, on the comings and goings of ships, on the various types and numbers of aircraft located in particular sections, we have an additional duty not imposed upon citizens without knowledge of these vital activities--the duty to keep that knowledge to ourselves. In this regard we may well take a lesson from Great Britain who has been involved in this war game considerably longer than ourselves. Here's an article reprinted from a recent issue of *Bulletins From Britain*.

From the outbreak of war the British Government has realized the dangers of careless talk. Authorities have made every effort to avoid the risk of rumors--improbable stories growing more improbable with every repetition--whose wide circulation might lead to alarm and a spirit of defeatism. It was recognized that with the whole nation doing war-work people would be inclined to discuss their own jobs, thus affording vital clues to enemy agents.

These dangers were promptly impressed on the public and the necessity of silence was stressed as a vital war effort wherein all could help. The measures taken included advertising in the press, broadcast and poster campaigns. "Careless Talk" posters treated the subject variously--sometimes humorously, sometimes grimly--ranging from cartoons showing Hitler perched on a carriage-rack above two talkative gentlemen, to a photograph of a sinking ship bearing the caption: "A few careless words may end in this."

Special appeals are posted over benches of factory workers, warning them not to discuss their jobs. People in coastal districts, ports and shipyards are particularly warned not to divulge anything about movement of ships. This warning may be conveyed by a poster of a sailor, captioned: "He's in the Silent Service--Are You?" Posters in merchant ships' forecastles may show a parrot wearing a Nazi cap, with the words: "Going ashore? Keep what you know to yourself." Civil servants are cautioned: "You know more than others--be careful!" Whitehall (Government) telephones bear this red-printed warning: "Speech on telephones isn't secret."

The populace loyally answered the Government's call for silence about war secrets.

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A tribute to the Clydesiders' taciturnity was the departure of the liner *Queen Elizabeth* from the Clyde in March, 1940, and her arrival in New York--without a whisper of publicity enroute, though her crew numbered 478 and at least 500 dockyard workers knew of the trip. Captain Duncan Cameron piloted the liner down the Clyde, merely telling his housekeeper before his departure; "Don't prepare a meal for me. I won't be back for some time."

The first Canadian contingent was secretly landed in Britain one silent Sunday at a port whose population numbered thousands. The townspeople knew immediately about the arrival, but guarded the secret so well that the world was not informed of the facts until Mr. Churchill's broadcast some time later.

Several times before the actual sinking of the *Ark Royal*, Goebbels-inspired stories were released purporting to tell of its destruction. None of these tales disturbed the British public. When she actually went down the Admiralty immediately told all the world--simultaneously with Goebbels--and that was the first authentic news about the *Ark Royal* the German people had received.

Though strict silence is relatively well preserved in time of peril, people are inclined to relax their vigilance during temporary lulls in war activity. With this in mind, the Government has instructed the public to assume that everything pertinent to the war effort is secret and has told them to lock their lips against leakage. A government spokesman puts it in these words:

"Our purpose is to warn the public that our enemies rely upon rumor
(continued on page 21)

Mum's the Word!

FROM TOM & JERRY

The RYANETTES

Gosh, I guess we must be slippin. The ole deadline caught up with us again, and as usual nothing to report that would make everyone sit up and take notice. Sad, isn't it?

We would like to thank the Editor for the nice note that we received from him telling us that someone reads this poor attempt at journalism anyway. Sure did give us the old fighting spirit or sumpin'.

There are lots of new girls whom we would like to welcome separately but it would be a long-winded affair so we will say "Howdy" to one and all right here and now and we hope you like us. One Ryanette who departed not so long ago is back with us again. She is MARGARET TORE who left us to go to Chicago and you could never guess what for, I betcha. Yep, she got married. That bug is sure going around, isn't he. It's nice to have you back, Margaret.

Here I sit after having a very satisfactory lunch, thank you, and my brain (?) is not functioning in the right channel. All it wants to do is sleep so if this sounds a little dazed, kindly blame it on the lunch.

Don't know what's happened to all the scandal around here, but I couldn't even dig up a choice morsel from across the way and when that happens, something is definitely wrong, let me tell you. Guess I'll have to snoop in a little darker corner after this.

By the way, girls, there is going to be a dance given on Thursday evening at the Hotel Del Coronado in the Circus Room for the soldiers and we are especially invited. Those who have attended the other dances can give good references as to what a good time is.

Also, the Ryan Players are cooking up another performance soon and need some new blood, plus the charter members, who have theatrical ability or lots of ambition. So let's see what kind of Bernhardtts we have around here. If you would like to be in it, just get in touch with JANET ROSE of Material Control (Ext. 276) between 12:00 and 12:30. Should be fun, don't you think?

Well, we have a couple of girls over in Production Planning who, whether they will admit it or not, are one year older. JANET ROSE said goodbye to 22 and took on 23 on March 1st, and then JEANNE STUTZ will be having one March 7th. Happy Birthday, gals, and many happy returns.

VIRGINIA McDONALD took the fatal leap a couple of weeks ago and came back from Yuma with the name of Nimetz. We wish all the luck and happiness in the world and may all her troubles be little ones. Bet we get shot for that one.

We haven't heard a word from Slim Coats lately. Golly, Slim, we didn't scare YOU out, did we? Shucks, and we thought you had fighting spirit. Just a cream puff after all!

Summer seems just around the corner and will the beach look good to us? That nice cool water all blue and white and a nice cool breeze and such---okay, I'll keep still. Time for the bell to ring and for me to go back to work, so we'll close this time with the promise to dig up something better for the issue of next time.

Bye for now and see you later.

WHO SAYS IT'S A MAN'S WORLD cont.

And, it's not only in production and engineering work that women are becoming active, because last week Ryan put Mrs. Helen Goodrich on the payroll as a member of the company's plant protection department.

In her new capacity Mrs. Goodrich will work in the departments where women are engaged in production duties. Although no recent information has been released concerning the employment of additional women workers

in the Ryan plant, about 50 of them were engaged last summer to work in the fabric department where wings and control surfaces are covered with airplane fabric.

A resident of San Diego for the past 15 years, and experienced in protection work, Mrs. Goodrich is taking special training in defense factory security methods under the direction of Al Gee, Ryan's chief of plant protection. Incidentally, Mrs. Goodrich is a crack shot with a pistol.

Drop - Hammer

HYAH NEIGHBOR:

So help me, I won't say a word about the deadline coming up or about how difficult it is to hang together enough sentences to make enough paragraphs to fill a page, so help me.

I have a swell boost for Slim Coats, and I quote, "Slim Coats' column is as full of corn as a young crow but I enjoy every kernel of it."

Even marriages have gone on a war economy footing now. FRITZ KENNEDY of Hand Finishing and his brother, apparently on the "two marriages for the price of one" theory, took off for Tucson, Arizona, and were married on February 21, 1942, to the Misses Beth and Marjorie Elmes of Chicago. Congratulations to all and happy years.

SPIKE SPIKING showed up recently with a black eye and the most original excuse of the season. His story is that he and a friend were working under a car; he was holding the

wrench and the friend was pushing against the wrench with his foot. The foot slipped and presto! A black eye. I think I'll turn this column over to Spiking. An imagination like that shouldn't go unnoticed.

BUD FINCH has returned after spending an enforced vacation entertaining a number of boils.

RENNIE KLUTH has also returned to our midst after a layoff with the mumps. He really looked like a full moon, I'm telling you.

A little discreet inquiry would reveal the name of the Drop Hammer bowler who went to Los Angeles recently and rolled a neat 24.

In the night league the Arc Welders are again in the lead with Sheet Metal two points behind in second place. A number of others--among them two Drop-Hammer teams--are close behind three and four points back.

SEALED LIPS MAY MEAN SAVED LIVES cont.

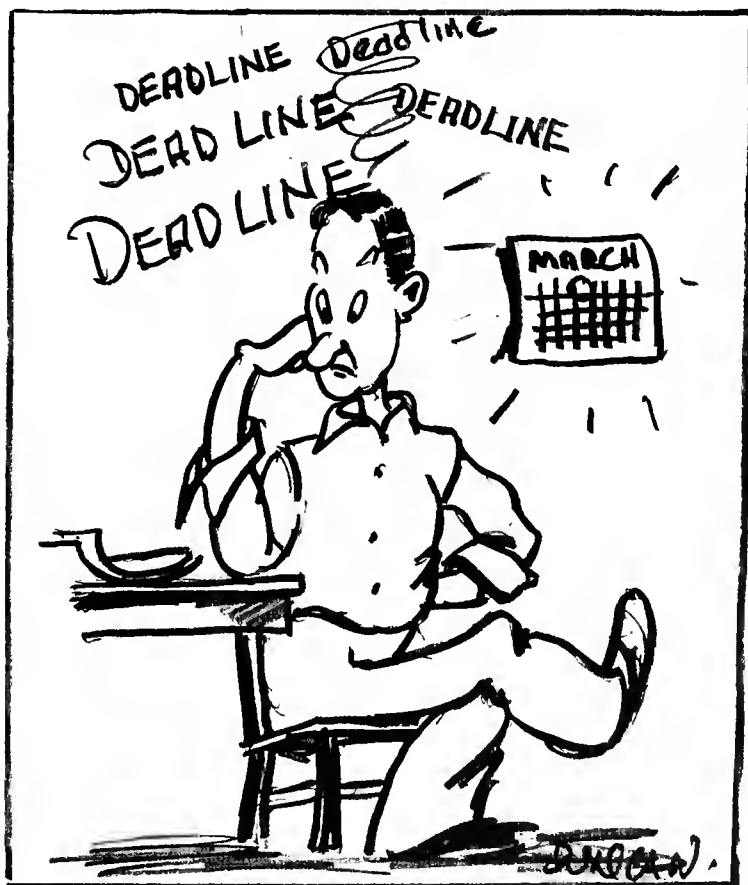
to create confusion, spread despondency, elicit information and diminish confidence. The Government does not, however, wish to restrict conversation unduly, or to damp down unnecessarily, the time-honored neighborly gossip."

Men of the convoys--seamen of the Battle of the Atlantic--make silence a full-time job, never disclosing a hint of vital instructions, or details which they receive about convoy assembly points.

Among the best-kept secrets in Britain were those of British parachute troops and Commandos. The first news of the parachute troops came when they performed sabotage in southern Italy. The first news of Commandos was when their landing near Bardia was announced.

The Atlantic meeting of President Roosevelt and Prime Minister Churchill was another well-kept secret.

People in Britain do not talk about the frequent extensive military operations going on about them. Their slogan is: "Talk if you must--but talk only of victory!"



NUTS, BOLTS AND RIVETS___NOREMAC

If you cannot get your sugar, just raise cane.

...-
Roses are red. Violets are blue. I've
bought defense bonds. How about you?

...-
A man told his wife that if she would darn his socks he would buy her a fur coat. She did not darn the socks so he said, "If she won't give a darn, I won't give a wrap."

...-
There was an old farmer who noticed while riding down a lonely road the other night, a young couple sitting in a parked car. The young man had a bottle in one hand and a girl in the other, "Harumph," said the farmer, "that must be one of them bottlenecks."

...-
A small boy was asked by his father, a well known contractor, what would you like for Christmas? "A baby sister," replied the boy. "But it's only two weeks until Christmas and that does not leave much time," said the father. "I know, father," answered the child, "but can't you put more men on the job."

...-
The price of tobacco is going up. Smoke always goes up in a draft.

...-
A boy in a country school offended his teacher. He anticipated trouble and slipped a book into the seat of his pants. "Now," said the teacher at recess, "you and I are going to do a little performance together." "Yes, sir," said the boy, "and I've already booked my seat."

...-
Men who fail in big towns are the poor nuts who thought they had outgrown the little towns.

...-
At college a science professor asked the class, "What happens when a body is immersed in water. A bright coed replied, "If the telephone doesn't ring, there will be someone knocking at the door."

...-
They were speeding along at a good pace. "Girlie, I have a confession to make--I'm a married man." "Good gosh, you had me frightened--I thought you were going to say the car didn't belong to you.

"No Sir," a doctor remarked the other day, "I'll never again complain that the public ignores our profession and fails to build memorials to us." "Why not," asked a colleague? "It is true that the world seldom erects a public memorial to our profession." "That's what I argued," the first medico said, "and then a woman in the group I was talking to asked if I had forgotten the cemeteries."

...-
A bashful young man and a young lady were horse and buggy driving on a cold day. She began to sigh, "What's the matter?" he asked. "Nobody loves me and my hands are cold," she said. "Don't worry--the Lord loves you and you can put your hands in your pockets," said the young man.

...-
Farmer's wife to druggist: "Now be sure and write plane on them bottles which is for the horse and which is for my husband. I don't want nothing to happen to that horse before the spring plowing."

...-
The hostess at a party: "I should not be offering you wine. I know you are the head of the temperance league."

"Oh, no," the guest replied. "I am the head of the vice league."

"Well," said the hostess, "I knew there was something I should not offer you."

...-
"Do you think papa would murder any one", a little girl asked her mother.

"Certainly not, darling. Whatever gave you such an idea?"

"I was out in the kitchen and I heard daddy say to Mr. Brown, 'Let's kill this one while we're at it.'"

...-
"Marry me and I'll make you the happiest woman in forty-eight states."

"Nothing doing," said the girl. "I don't care to live in a trailer."

...-
A pretty young bride came into the hardware store and asked to look at some cook stoves. The clerk showed her the stock. "I'd like a little oven," the girl said. "O.K., sister, when do we start?"

...-
(continued on page 24)

Help Bury The Axis

A ROPES END VIEW cont.

FRED HILL, demon kegler of the Sheet Metal team, is of a very retiring nature and you would little suspect him of being the originator of a bowling system. This system is known as the Hill System and is very simple if one cares to use it. The ball is thrown at the pins as in any other system of bowling but here the similarity ends.

The bowler then takes his seat and proceeds to make derogatory remarks about opposing team members, especially if they are ahead or are having a little good fortune--something by the way which a bowler using the Hill System never has, all Hill System bowlers being strictly skill bowlers, of course.

Any subject of conversation which will make things unpleasant is acceptable; such as belittling another's ball or method of delivery. The fundamental principle of this system is--if it looks like you're going to lose, beef about somebody else; no one will notice you are not doing so hot yourself. Fred's bowling form and bowling resemble Ned Day's to a certain extent. The chief resemblance being that Ned Day also has two legs and a mouth and uses a ball.

WILLIAM EVERLY first saw the light of day in Los Angeles, California on September 8th, 1917. He moved to Bird Rock in 1924, apparently led by a desire to be with his parents. He attended various grammar schools in and around town and gained along with a certain amount of education, the name, "Wild Bill of Bird Rock."

He was a graduate of Pacific Beach Junior High and attended San Diego Army and Navy Academy which he left as a top sergeant in 1936. Many of his escapades during these early years would not bear close scrutiny so will be glossed over lightly. The next summer he spent in Hawaii canning pineapples and in the fall entered the University of Hawaii where he did considerably more social work than studying. If the facts were known, I think they would show that he majored in Hula.

In October, 1937, he entered Ryan school where he mastered the A and E course. He then entered the factory and after working in several departments settled in Drop Hammer and still looks good for quite a few years; was married on November 10th, 1941 and is an ardent seagoer.



GOLF cont.

There is only one excuse for the poor golf and that is that we have not hit the stride of the summer golfing season. When we finally get into this stride, scores of 87 will fall into the "also ran" class.

This tournament, the first of a series of three to be held at Rancho Santa Fe for the purpose of establishing handicaps for the mid-summer season, was a fair showing and it is hoped by your golf committee that we will be

favorable with a much more representative group of Ryan golfers in the future so that the competition in the summer will wax hot for the many prizes that will be at stake for those who ring the bell.

The following two tournaments are to be held at Rancho Santa Fe the last Sunday in March and the last Sunday in April, with dates for the tournaments to follow as yet undetermined.

Watch the Athletic Bulletin to the left of the main factory entrance.

By Paying Your Taxes

SHEET METAL SHAVINGS

by paul s. hoffman

There has been a definite lull in the Sheet Metal Department lately and all the men are waiting for THAT DAY. THAT DAY, not when the department has more work, but when the women workers arrive. It is hard to wait, isn't it fellows? I'll bet production will sure take a beating for the first few days.

What red headed leadman can't drive his car to work because his wife won't let him? I guess he knows who the boss is.

L. W. WHITE will not tell anybody what his initials stand for. I've got a feeling he had better tell or we will make up a few names on our own hook.

L. W. has lost a lot of weight lately; guess it must be female trouble. He has to get up in the middle of the night and feed his new baby daughter. Is it worth while L.W.?

The other day I saw FRED "PRETTY BOY" HAYNES running around the shop working his

head off. I thought this was rather peculiar, so upon inquiring I found he was put in charge of the Sheet Metal Parts Crib. I guess he will slow down to his regular pace in a few days after his head reduces in size.

I wonder who's that good looking blonde EARL RICE was making eyes at at the La Mesa Inn.

I wonder why AMANDO "MUSCLES" AMADOR always stands around admiring his big muscles? The only place he has any muscles is between his ears.

JAKE "TALL STORY" LUNSFORD has been worrying a lot lately about a good looking blonde taking over his job.

By the way, I was instructed by ERICH P. FAULWETTER that from now on Jake will be known as Thomas G. (Jake) Lunsford. How are you, Tommy Tall Tale?

As close I would like to make one request on behalf of myself and the men of this department. When you hire the new women for Sheet Metal, be sure they all have OOMPH...

All joking aside, fellows, Erich told me when the company sees fit to employ women workers in our department that we all should act gentlemanly and cooperate with them as best we can. We should remember that we are here for one reason and that is to keep up the schedule of production.

That's all for now.....

AN INTERESTING EVENING

Returning by popular request of San Diego audiences, Raymond Francis Line, world explorer-photographer, will show another of his colored motion pictures, "You don't Know Hawaii," in the Roosevelt Junior High School auditorium at 8 p.m. on Thursday, April 2, under sponsorship of the University of California Extension Division.

Mr. Line will show Hickam Field, Pearl Harbor, and Schofield Barracks, the centers of Japanese attack on December 7th. Included in the remarkable film is the account of a trip around the all-important island of Oahu. The importance of modern Honolulu and the economic status of the pineapple and sugar industries in war time is dealt with strikingly.

Showing portions of the second largest cattle ranch on American soil, the continuous story depicts an Hawaiian rodeo, an adventure in the volcano country, and trips to remote sections of the islands.

Mr. Line is a student of Pacific affairs and holds membership in the Adventurer's Club of Los Angeles and the Savage Club of London, England.

Roosevelt auditorium is located on Upas Street west of Park Boulevard. All seats are reserved and may be obtained from the Extension Division center in San Diego, 409 Scripps Building.

NUTS, BOLTS & RIVETS cont.

Two men were talking about a mutual acquaintance.

"Too bad about old Bill," said one. "He died from a single blow."

"Great Scott," ejaculated the other, "Bill wasn't a quarrelsome fellow. Who did he get into a fight with that could kill him with one blow?"

"He blew out the gas."

...

Saint Peter: "How did you get here?"
Newest arrival: "Flu."

...

Calling All Cars! Calling All Cars! Enjoy your ride--you'll soon be walking. That is all.

Make yourself an honest man, and then you may be sure that there is one rascal less in the world.----Carlyle.

WING TIPS

BY CHAS. ANDERSON

Here it is; another issue, and no story on the Wing Department history.

I got the interviews but they "sort a' sounded" too much like dry facts, so we will wait until we can get DAN BURNETT, BUD BERRY, WALTER LOCKE, MEL THOMPSON and ED MORROW together some evening and we'll really have a "Bull Session" on the early wing boys.

In the meantime, here's some of last week's "Bull"---

CARLETON almost went to jail, (so the cop that gave him the ticket said), but when the judge heard his sad story he got off with a \$15 fine, suspended! Some of the boys want lessons on your approach, Carleton.

KELLOGG wants the company to know that he's a more valuable man (by 134 bucks) since he has those beautiful gold teeth.

Bud is raising rabbits. He started out with two--(he insists he only had one, but we know better)--now he has 15. If Bill Wagner will pass on this, we might add that Bud's tooling up for mass production of rabbits in a couple of months.

THE GREEK came out of an accident with flying colors. No one was hurt until the little children saw his picture in the paper. The
(continued on page 26)

THE TRADING POST



GOT ANY OLD RAGS FOR SALE TODAY?

What you are anxious to sell, someone else in the plant may wish to buy. Give your fellow workers a chance at it first. We'll be glad to run your ad free of charge in the Flying Reporter if you will just write it out and hand it to Larry Gibson in Personnel or in the Tool Shop.

If you're interested in either of the two items listed below, see Officer COLLINGWOOD of the Police Department.

A 4 passenger 16 ft. all steel, OUT-BOARD BOAT with 15-1/2 horse Lockwood Chief racing motor. cash \$175.00

Also a 1941 push-button Farnsworth Radio, table model cash \$ 17.50

NEWS 'N' VIEWS BY DICK GILLAM

The sun has started to shine a little bit and it looks like we're in for some fair weather, so the golfers can go play golf, the fishers can go fish, the sightseers can grab their little cameras, load the car with food and the kiddies and take off through the hills like a herd of turtles.

But what does all this lead to? Ah, yes,--spring. And when we speak of spring we think of flowers starting to bloom, birds singing in the tree tops and a wiff of freshness in the air. So with a perfect setting like this Dan Cupid with his little bow and arrow hasn't got a chance of missing. In fact his score this year has been way above par, and besides, Dan is using a more deadly tip on his arrows, for all ready to bite the dust we find JOHNNY CAMERON shag'n off to Las Vegas with JOE (SAY NO MORE) ORTIZ as best man.

It seems rather odd but Johnny went over single and came back double and the best man was left out as usual. You know it's a shame the way the best man is treated at a wedding. In the first place the best man should be the one to marry the girl but no, her boy friend does, and then they both hold a grudge against the best man, first because the husband wasn't the best man and second because the bride wasn't the flower girl, but on the other hand, that's a bit of an impossibility--or is it?

Next to get up on the high diving board, do a wing over into the pool of matrimony we find FRED HILL and Ruth Erickson who rushed off to Yuma, Arizona to recite those cherished words "until death do us part".

Well! Set fire to my pants and call me smoky, if JOHNNIE CRAMER and Vera didn't fi-
(continued on page 26)

NEWS 'IN VIEWS cont.

nally get hitched. For a while it looked like Johnnie and Vera were going to grow old waiting for each other. You know, Vera waiting for J.V. to pop the question and all the time J.V. was thinking it was leap year and was holding out for Vera to pop the question, buy the ring, get the preacher, and play the wedding march.

Several nights before Johnnie was married a few of his working associates got together and decided to give J.V. one more fling at single life, so MAYNARD LOVELL, BYRON GEAR, MILO CASTLE, BOB LANE, McMAHON, JACK KENNEDY, DON WALKER, VERN HUMPHREY, J. D. POWLASKI, and J.V. started out to Tops for dinner, then to the Gay Nineties, and then to top off a perfect stag went to the "Hollywood". After the show J.V. and a few others went on home and the rest finished celebrating till the wee dawn.

Last, but by all means not least, to scoot off and get married was KENNEDY of the Hand Finishing Department who motored down to Tucson, Arizona, with a young lady named Beth, his brother, and his brother's girl friend

to have a double wedding in a cozy little Tucson church. These double weddings are kind of nice but it's like a couple of kids trying to see who can hold their breath the longest in the wash bowl. But in all sincerity and joking aside, I hope and I know the rest of you will join me when I say that we hope all of you newlyweds will be very happy.

By the way, J.V., where's my cigar? Strange as it may seem, I had to give one to Fred but that was after he said I could have his little red book.

There is quite a bit of talk of starting up a horseback riding club again this year. The club last year had a lot of fun but did not last long because we could not get the proper cooperation, but Larry Gibson has assured me that we will get all the cooperation in this new field of sports that we want, so if you are interested in riding and would like to find out about this club, get in touch with WES BURROUGHS, Second Shift Drop Hammer.

ADOLPH BOLGER lost to HOLGATE on a very difficult split pick up but Holgate hasn't enjoyed them yet.

WING TIPS cont.

Insurance company was hurt \$375 worth. The guy didn't seem to be bothered at all. He had a big smile on his "puss" when the San Diego Union snapped the wreck.

CARP is losing his mind. He's lost three flashlights and two Cleco pliers in the last month. He says he missed too many boats from Shanghai. (We think he hasn't got over the effect of breaking in those new jigs.)

"SMITTY" passed out the cigars. It was a girl. He has Diane inspecting things already. She's inspectin' those diapers before assembly!

The HUNT family has another inspector at Ryan. We always welcome a new inspector, but "Oooh, these rejections." Hunt hails from

Ottawa, Canada. He worked around his father's airport (See the City in 10 Minutes Flight For \$1.00) at Cornwall. Has a pilots license and likes the San Diego climate.

Is there a trombone player in the plant? If so, please get in touch with LARRY GIBSON or myself. Some of us ex-musicians are trying to get up a little jazz group and we need a "T-bone" for those "Dixie" arrangements.

This is the truth---ask Beebe. It seems that one night "J.J." was parked (with his girl) minding his own business and up walks a couple of kids (the dead end type). They take one look at him and yell "Wolf" and run away. You see "J.J.", you can't fool children.

Well, that's all the dirt.

FABRIC HIGHLIGHTS cont.

The Flu epidemic not only got me but it also took in EDITH COLLIER, ANN CARROLL, ESTHER WARE, to say nothing of VIRGINIA, ELEANOR, DOROTHY, WANNIE, VIOLA AND MARIE. Gosh, guess we are the weaker sex after all.

We have a few of the forty-eight states represented in the paint shop too. But I'll bet we have something you haven't got--a native of California.

Well, Ryan will contribute its quota to the Army, Navy and Marines in the next sixty days. I wonder if the time will come when women will be taken from the assembly lines to help at the front. We could cook, drive an ambulance, tend to wounded, write letters, and maybe smile when we don't feel like it.

Well, I hate to beg off again but the old bean just ain't what it used to was, and never will be. So long, and if any of you by hook or crook should get an inkling of news, would you please help yours truly. You know, folks making up news is no joke.



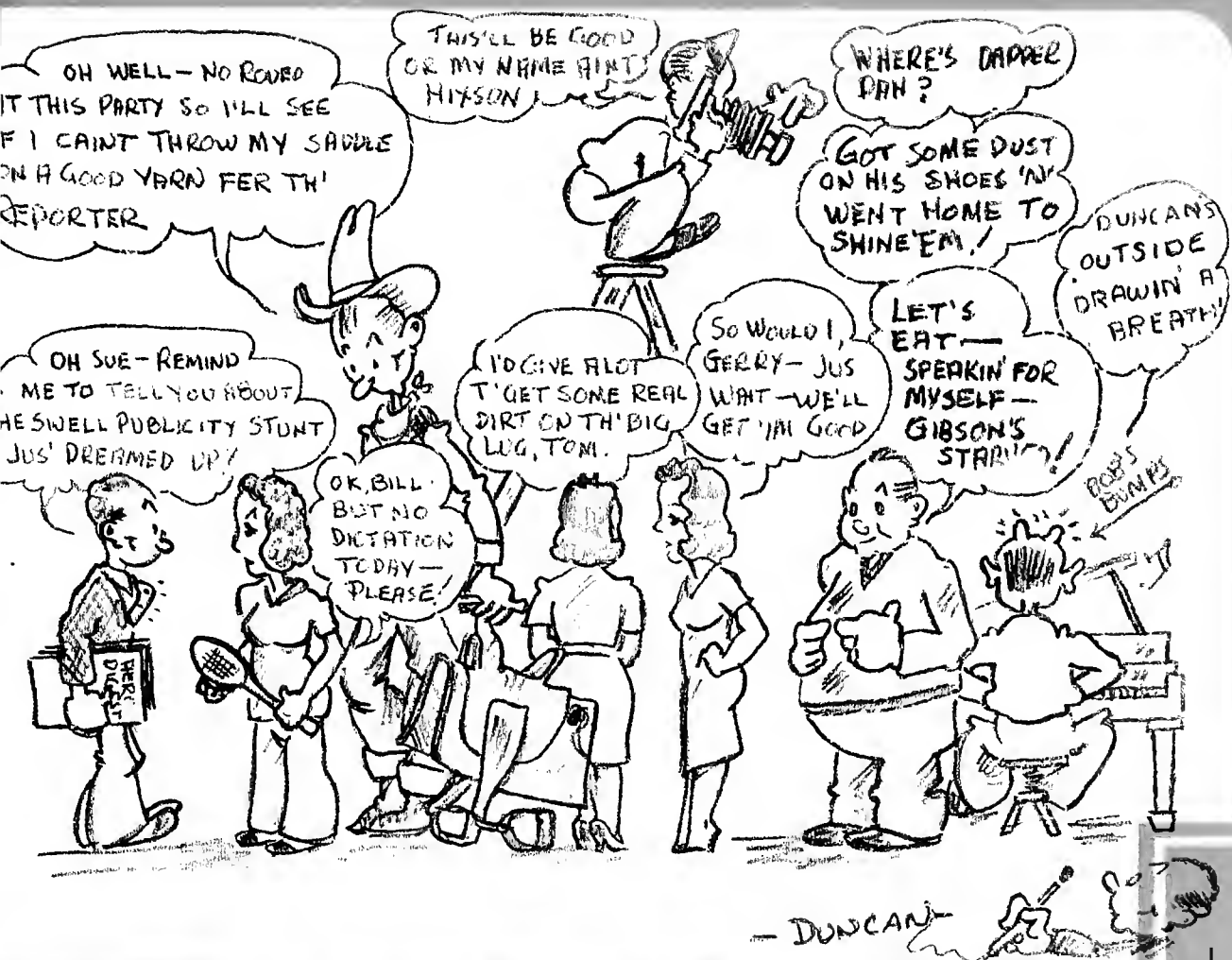
Design for Victory

VICTORY for the Democracies is being speeded by the

VOLUME production of Ryan Trainers for the U. S. Army, U. S. Navy and friendly foreign governments and their assignment to

VOLUME operations where Ryan planes are playing an important role in training the world's finest pilots.

Ryan Flying Reporter



PUBLISHED BY AND FOR EMPLOYEES
OF THE
RYAN AERONAUTICAL COMPANY

SPECIAL
BREAKFAST
ISSUE
MARCH 22
1942



BULL FROM BILL

Sue Zinn advises me that while she still tolerates my assumption of duties as chief editor and censor of Ryan Flying Reporter, I have been deposed as high mogul of this special "Flying Reporter Reporters" issue as she's running this show. In fact she says that I am to contribute a column "Bull from Bill" for this occasion, so hold on - here goes.

Ordinarily the editor is supposed to be an aloof, unidentified yokel whose usual desire to say "I" must be suppressed in favor of the editorial "We". Seems that Sue must feel sorry for us, and consequently has tried to humanize "us" with the "Meet the Editor" essay which I'm afraid is to be a part of the contents of this special number.

"What Makes Sammy Run" is the title of one of the best books about Hollywood ever to hit the newsstands. "What Makes the Flying Reporter Run" is a source of some wonder to many of the Ryan factory family including ye big shots because the fact is that unlike any other aircraft plant we know of, our employees magazine goes its free and easy way with a minimum of overhead in the way of staff, advisors, expense, editorial conferences, pep talks, etc. Why?

Well, simply because we depend solely on the enthusiasm of you gang for the material which makes Flying Reporter run. No use trying to build up interest in an employees magazine if an inherent interest isn't there in the first place.

Fortunately we have a staff of about 40 writers, many of them regular contributors while others turn in copy whenever the inspiration hits them.

Flying Reporter has been a going house organ for 15 months now, and continues to get better - at least we think - as it goes along. Just for the heck of it, we've kept a "box score" on Flying Reporter contributors ever since it was born. Some of our contributors of course didn't start writing in the first issue, so if your name shows only three or four appearances in the paper, it's likely that you've just started writing for us. In any case, here's the way the score looks to date showing the number of issues to which each of you have contributed:

Slim Coats	20
Ray Morkowski	15
V. J. Park	14
Pat Kelly	13
George "Bob" Harris	12

Wm. J. van den Akker	10
Eddie Oberbauer	10
Charles Anderson	10
Dorothy Kolbrek	7
Dick Gillam	7
Bill Cameron	7
George Duncan	7
Pat Kregness	7
Dan Burnett	6
Bob Close	5
Gerry Wright & "Tom"	5
Emil Magdick	5
Wally Malott	5
Lynn Harrington	4
Jack Billings	3
Ed Sly	3
Mac Cattrell	2
Paul S. Hoffman	1
Maynard Lovell	1

It's worth noting that: George Duncan writes for Flying Reporter under the pen-name "Manny Fohlde" as well as being art editor; Counting Jack Conyers' articles before Bob Close took over, the "Meet Mister..." column has run 16 issues; and safety articles, contributed by M. H. Clancy, have appeared in 15 issues.

This ought to demonstrate that it's the regular contributors - those who are here today - that make Flying Reporter run. Whether you realize it or not, you're all doing a swell job; in fact in the Army you'd be members of the Morale Division. That's how the company considers you - important members of the Ryan Morale Division.

Unquestionably Flying Reporter has done a good job in building up a spirit of common interest and enthusiasm among all members of the Ryan factory family. So, keep at the job because it's truly an important extra effort you as an individual can make toward the ultimate goal we all seek.

While we wouldn't have a magazine at all without the help of the regular contributors, there are a certain few who do the actual work of "putting the magazine to bed" and seeing to it that
(continued on next page)

"mah bran's"

by slim coats

My friends, (I hope) this is supposed to be an introduction to each one of your contemporaries. So from here on out, don't wait for another introduction. Just go around and "glad-hand" or "boo" (as you wish) each and every member of the staff.

As a matter of fact, I am only personally acquainted with four or five myself, and it's come to the point where they won't lend me anything either. Let's start, shall we?

DAPPER DAN BURNETT: I'm not kidding now, when I say he's one of the finest men I've ever had the pleasure of meeting. I only wish there were a few more like him. I could say a bit more, but "the Champ is sensitive--."

LARRY "EL GORGITO" GIBSON: Aside from bumming cigarettes, he claims he's a golfer. He seldom plays on the fairway; in fact he's been behind more shrubbery than Orson Welles. He has one handicap on the golf course. He's a little near sighted, and the other day he lost

his caddy, and followed an Indian squaw carrying a papoose for nine holes.

GARY ADAMS: Replaces Mr. Marco in the Personnel Office, and if you have any problems, he'll straighten them out like shirt sleeves in a steam laundry.

SUE ZINN: Is the delectable little dish who censors your best jokes. Have you ever noticed the name of the owner in Sue's "The-saurus?" There is something about it that leaves it open for speculation.

GEORGE DUNCAN: Our versatile artist spends most of his leisure time with his new baby. He claims he's warmed more bottles than W. C. Fields' hip.

WM. VAN DEN AKKER: Of the Research Laboratory is the author of "Behind the Scenes". It's the first column we read every issue. Being an old showman maybe it's the title that intrigues us, but what keeps us reading (continued on page 5)

More Bull from Bill

it gets distributed regularly every third Friday. It's a fact that we haven't missed a publication date yet, which is something of which we're plenty proud. And so our hats off to--

SUE ZINN who is the sparkplug of the outfit. Try typing 26 pages of single-spaced copy some time. Then go back and type it over again. Then lay out all the pages, help plan the illustrations, do some of the actual writing yourself, sweat a little, stew a little - and yes, swear a little - and on the appointed day Flying Reporter will come out on time all spick and span, and well planned as usual. Well, that's Sue's job. In fact it's so tough that I don't even get applicants any more for jobs in my office!

"COLONEL" GEORGE DUNCAN, who by special arrangement with Rex Seaton, sneaks over to our office every third Monday to spend two days thinking up and executing some of the best god darn cartoons which appear in any employee magazine we know of. Then "Dunc" sees to it that all the headings for articles, color illustrations, etc., are properly arranged. Along late evening he calls up the "Missus" and tells her that he still has a couple of hours work before he'll be home. "Just keep dinner warm a little while," says Dunc, knowing darn well that he still has a couple of hours work. Darned if guys won't even risk the dog-house for Flying Reporter. That's loyalty!

LARRY "CHUBBY" GIBSON, who as copy boy de-luxe scrams through the factory on every third Wednesday rounding up Flying Reporter reporters to find out "why in hell your copy hasn't been turned in." In addition to playing copy boy and general drummer-up of enthusiasm, Larry, as vice-president in charge of recreation, writes all the sports articles as well as contributing sound advice on many subjects, including (on pressure from his better half) such sane ideas as having all the chiefs of the Ryan tribe bring their squaws to this pow-wow. If you don't understand this Indian double talk see Mrs. Gibson, who does!

TOMMY HIXSON, who between running in and out of the lab taking the company's photographs, finds time to shoot and print most of the pictures used in Flying Reporter.

Meet the Editor

Undoubtedly sometime in the future we'll have a really honest-to-goodness article on Bill Wagner in the "Meet Mr. So-and-so" column by the Right Honorable Bob Close but in the meantime here's a little of the inside dope on the guy that makes the wheels go round.

One bright summer day, July 29th some years back, Mrs. Wagner was suddenly startled by the presence of young William who since that time has been startling everyone he comes in contact with. Whether anything unusual was noted at the time of birth is not known but many peculiar characteristics have been developing ever since.

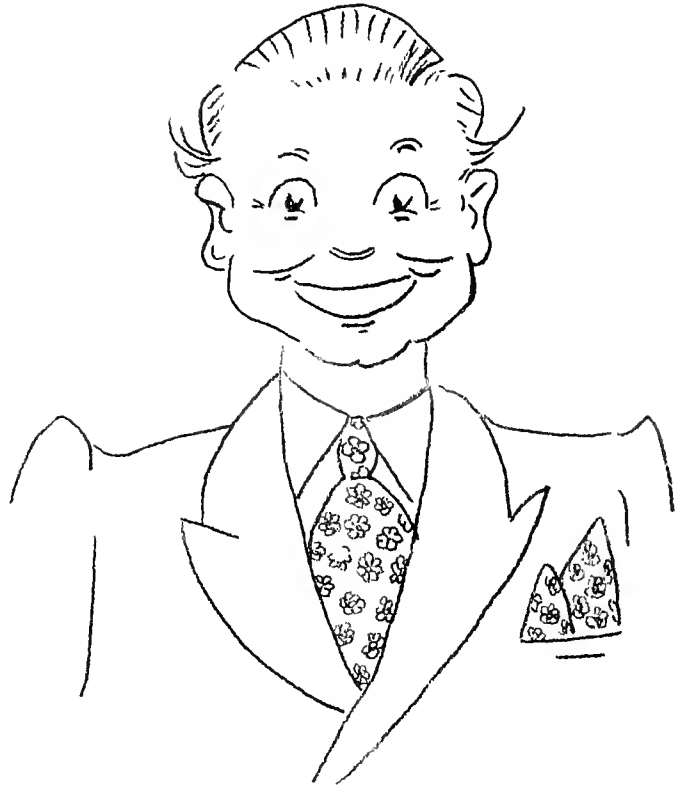
Young William, also known as Wee Willie, Goebbels and just plain Bill, spent his early years creating disciplinary problems for teachers in Idaho and Pasadena and then decided to lend his questionable talents to the Los Angeles Herald-Express for a sum. The sum, I understand was also questionable so that made it about even.

Not long thereafter, Transcontinental and Western Air, Inc. was looking about for someone different from the ordinary run of human beings and they stumbled across Willie---so off Bill went to work for TWA. Some place down the line within the last twenty years, Bill threw out his manly chest and said romantically, "Hazel, will you or won't you?" and so now since that memorable September 18th, we have Hazel and Bill Wagner, and if I weren't writing for this rag I might add that they certainly make a charming couple.

Well, as you have surmised from seeing him around, Bill came to work for Ryan--some four and a half years ago to be exact.

There are times when you are talking to Bill that you are bound to stop and reflect, "Hmmm, and I thought they were all in institutions." But being nuts is no secret with him; it's an admitted fact. In fact, it's practically an accomplishment for it's not everybody that's "that way".

Along with his other attributes Bill is past master at the art of concocting diabolical names for people. The other day when Claude Ryan and Eddie Molloy had failed to attract the attention of Millard Boyd with their calls of "Mr. Boyd" and "Millard", Bill came to the rescue with his "Short Circuit" and got him immediately. It's all in the course of the day to hear him start out a letter Dear Clambake, or Dear Pablo, or Dear C. Breeze. (continued next page.)



A vote of thanks to the Ryan management for making this Flying Reporter Get-Together a possibility and to the La Jolla Beach and Tennis Club for making their facilities available to us.

RYAN FLYING REPORTER REPORTERS

The picture you'll find enclosed is a brand new Hixson masterpiece---a rather dramatic shot, we thought, of the PT-22.

As yet it hasn't even appeared in print, but watch for it for, if Bill Wagner has anything to say about it, it'll be popping up in some newspaper or aviation magazine before many weeks roll by.

MEET THE EDITOR cont.

Bill has a very colorful personality. Yes, I know--you've noticed the ties too, haven't you? Can't say too much about them because Tommy Hixson and Mac Cattrell have bought some from the same barn paint distributor--but, have you ever seen the "Grandmother's Flower Patch" one. Yah, I thought you'd remember that one. How could one forget it? -- And the yellow one with the black hootinannies in it. Uh huh, some tie isn't it--but aren't they all?

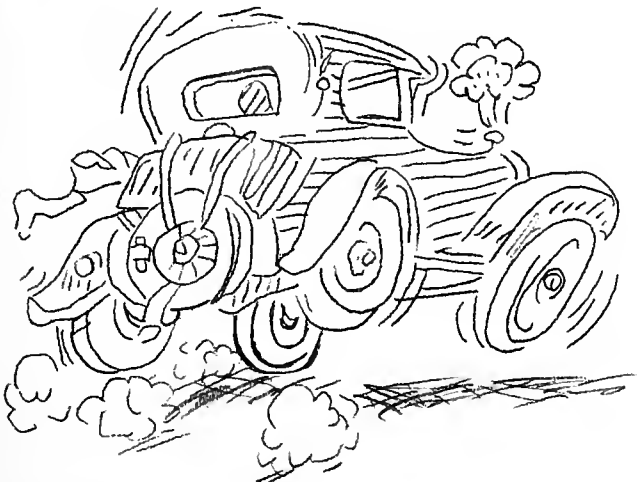
Another attribute of Bill's refreshing personality is his boundless energy--his ability to be here for a second between the time he is there and the time he has to be yonder. He jumps up from the middle of writing one of his publicity releases (which he insists almost anybody could do better than he can) to run over to the factory to see someone and then down town to Frye and Smith to see how the pages of Flying Reporter are coming off the

press, then back out to the office to have lunch with (perhaps I should say "off") some visiting magazine editor and so on ad infinitum throughout the day. As proof of his inability to write, Bill will be glad to relate his experience with an essay on "The Advantages of a College Education", or, for that matter, to rattle off the entire essay from memory for you.

Part of Bill's cheerful disposition in the summer time is due to the fact that he gets up at the crack of dawn to de-snail, de-slug and de-sowbug his garden (which, incidentally, you should see). Can distinctly remember one morning last summer when this early morning activity failed to bring the usual smile, though. He still insists that the fact that the neighbor children pulled up his freshly transplanted hedge had absolutely nothing to do with it.

If Bill is listed in Who's Who this year, it will probably be because he is a two-car ten-tire individual. Of course Josephine, one of those things you become "attached" to, is called a car only through courtesy, but many visiting dignitaries have pulled up their coat tails and crawled into it. T. Claude comes to work in it sometimes too and is mighty thankful to ride in Josephine rather than her predecessor Lucille which had an exclusive sieve-top feature. Incidentally, the license plates on poor Lucille when he finally turned her in still read 10 U 555.

About all this whole thing sums up to is that you better get acquainted with Bill 'cause God only made one of his model. So anytime you're over on the school side of the field, Bill will probably shoot ya down if you don't stick your head in and say hello.



is Bill's own concoction. By the way, Bill what's brewing in that little still?

BOB CLOSE: Whom we've never had the pleasure of meeting is the author of "Meet Mr.--". By the way, Bob, couldn't you arrange for me to "Meet Miss ----?"

RAY MORKOWSKI: The Congressman at large, tells me that there are so many office holders in Washington now that the Government is putting names on revolving doors. And I believe Ray. He's as honest as a night watchman with insomnia.

EDDIE OBERBAUER: The big good looking bozo who once said to his mechanic, "Son, you have a mechanical mind--but you forgot to wind it up this week." Eddie promised to take me for a ride in an S-T and immediately left for Jacksonville.

EODIE SLY: Service Manager at the Ryan El Cajon Ranch, says a few more weeks out there will make him a typical weed bender.

G. BOB HARRIS: The Mentor of the bumping department, and about the only "knocker" we know of that we like. Be careful though, or he'll be selling you genuine Navajo blankets made in Newark, N. J.

DOROTHY KOLBREK: Always turns out some very interesting reading, and we've been looking forward to the time when we could meet her. Her "Open Letter to the Axis" is Tops. (Capital "T" please.)

E. M. MAGOICK: Second shift sheet metal's best bowler, and the Mayor of Tijuana. He says that the "food" is the attraction down there.

CHARLES ANDERSON: "See your local newspapers for complete details." By the way, he's one of the best piano players that ever whalloped the ivories.

DICK GILLAM: Dick is really one of my best friends, and don't let our "feuding" fool you. It's done for the benefit of our customers. Dick starts slower than a frozen pump but at the payoff, you'll always find him at the teller's window.

LYNN HARRINGTON: Lynn is a newcomer with us, but he's going like a prairie fire, and his stuff is hotter than a depot stove.

WALLY MALLOT: Another one of our capable artists, and confidentially, he's a wow at drawing the girls, and I don't mean with paper and pencil.

GERRY WRIGHT: The only time I've seen Gerry was through rose colored ice cubes at the Foreman's Party. A "lovely", and of no mean histrionic ability. And her whistling would put the meadowlarks to shame. In fact, many times I wish she would whistle for me.

BILL CAMERON: Bill is of the Tool Design, and coined those famous words, "It won't work; I've tried it before."

PAT KELLY: Of Maintenance. Pat could be a social lion, if he didn't alternate eating onions and chewing "snoose" all day long. Honest.

JACK "HAWKEYE" BILLINGS: A typical Brooklyn baseball player, they tell me. "Dem bums." Butch Ortiz tells me that "Hawk" is the original guy to play cow-pasture baseball--to slide into what he thought was second base.

M. M. CLANCY: As I am given to understand, is the sole support of Pinnochio's Trap in San Francisco. Correct me please if I'm wrong.

PAT KREGNESS: One of the most clever writers the Reporter ever had. We once tried to start a friendly feud with her "Ryanettes" but it fizzed out like a sopnmore's moustache.

WIN ALDERSON: Of the second shift machine shop. The night that his wife bogged his car (new Buick) down in the mud, he goes around muttering words that you will scarcely believe are known to anybody working in the Ryan plant.

TOMMY HIXSON: Our able picture hound. One thing I like about Tommy, he never invites you up to see his etchings, it's always his "art studies."

WILLIAM WAGNER: The Boss. What can you say about the boss and still keep out of the dog house? Come a little bit closer and I'll whisper a secret to you. Confidentially, Bill offered his services to Naval Intelligence. "What can you do?" he was asked. "Well," he replied, "Just before battleship launchings, I could inspect the vintage and temperature of the christening champagne bottles." S-s-sh not a word of this now.

By now we hope that you are well acquainted with each member of the staff, and if we can be of further assistance to you, do not hesitate to call on us. Our motto is: When facts interfere with the truth, we discard them both.

Drivel

from Sue

They say you don't have to be bats to write for the Reporter. Well, could be, but it sure helps. From the few members of the staff I know, one might think a certain degree of lunacy was a pre-requisite. However, most of the great men of the world have been considered nuts by the people of their own generation. Who knows--someday our children's children may look back upon the mighty works of Slim Coats, at the great biographical sketches by Ray Morkowski or Bob Close and view in rapture some original Duncans carefully preserved under glass in some yet-to-be-built museum.

Speaking of museums reminds me of all the Egyptian relics one sees there, which in turn reminds me that someone should ask Hixson where he got his information about Egyptian lassies.

Enjoyed Dorothy Kolbrek's remark about her experience at Ryan having broadened her. Certainly wish someone would develop a system for getting rid of "18 months at a typewriter" in three easy lessons not involving exercise.

An example of what happens to a perfectly normal individual when he starts writing for Flying Reporter can readily be seen in the case of Cameron of Bolts, Rivets and Noremac. I don't know the man, but can't you just imagine---

Betting odds on games that we knew were coming off this morning ran Gibson to win over Wagner. Hixson to win over Zinn. For the sake of the losers we won't print the odds and the scores of the games will probably be kept a deep dark secret.

Incidentally, that Gibson to win over Wagner wasn't even a betting matter after the scene that took place in our office the other day. Seems that Larry decided to stand up about the time Bill was leaning over him and the result was that Larry proceeded toward the door with an animated bundle of humanity draped over his shoulder. At least one has to admit that Larry has the right of weight.

Which reminds me that on bended knee, I must beg forgiveness from Gerry Wright and if

her name is ever spelled Jerry. Instead of Gerry in Flying Reporter again, so help me, I didn't do it.

Just to do the last issue up brown, we (Bill--here's one vote for the editorial "We") completely omitted the by-line on "Van" Van den Akker's Aircraft Welding article. Now, please, don't anyone else find something wrong with that issue, or we'll just take our one and only remaining copy out and bury it.

And before we have even completed this issue we already find an omission--yes, the name of Win Alderson should have been up there on the scoreboard on the first page for a count of five. Sorry, Win.

Murder will out and so at last we find that it's been Margaret Fuson who has been masquerading under the name of "Tom" in the Ryanette column. We were certainly in the dark for a long time there.

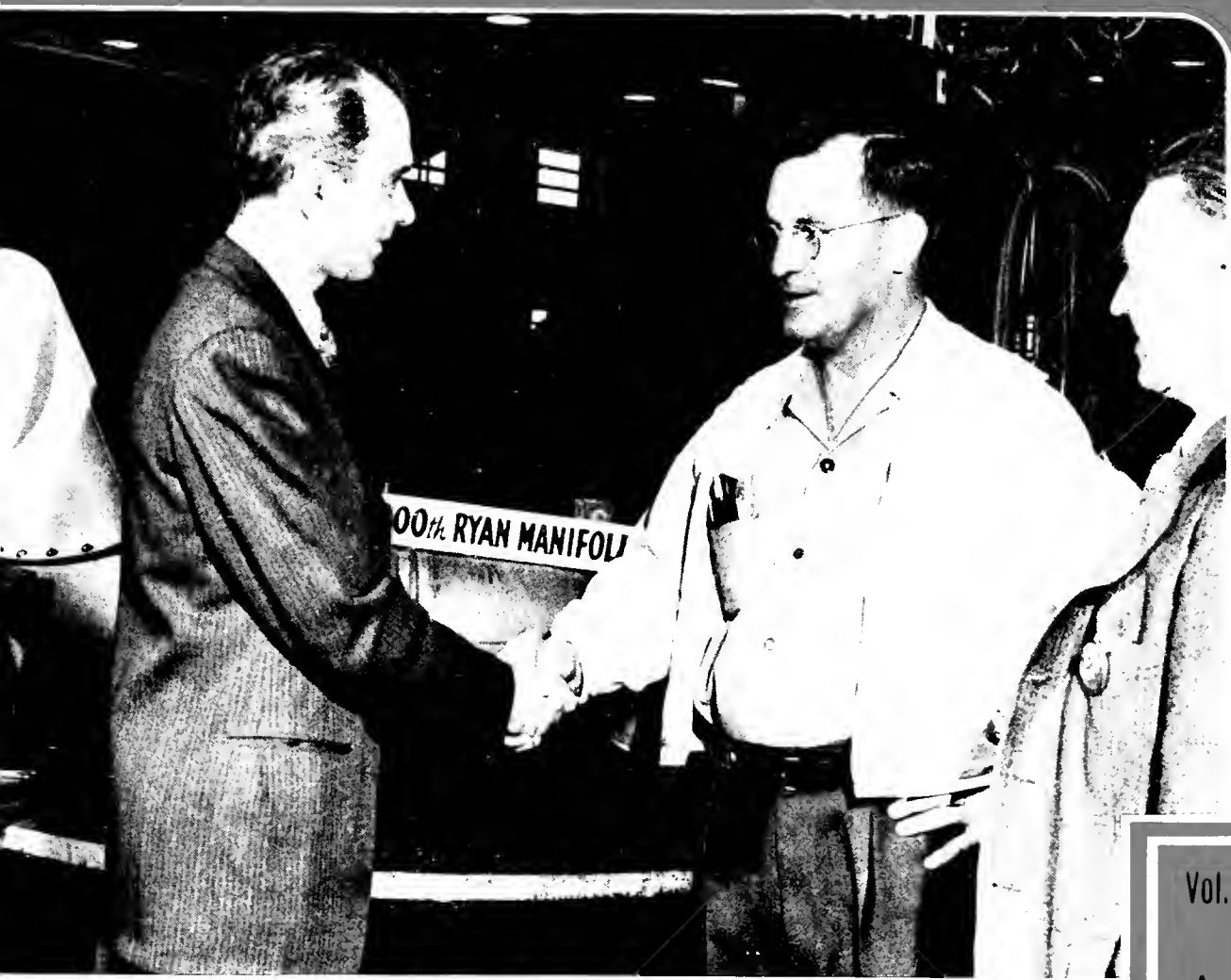
A toast to Pat Kelly who couldn't be with us this morning because he's "on the job"--the only one of our gang who had to work today!

Incidentally, it's going to be swell meeting all you folks that we haven't had a chance to get acquainted with in the ordinary course of events. I'll now be able to attach the proper faces to these columns that drift across my desk--(how I wish that was all they did but most of them seem to make a pancake landing right in the middle of it.)

Just so that we can end this little number on a very sour note, we're reminding you that deadline for next issue's copy is THIS WEDNESDAY,

MARCH 25th.

Ryan **Flying Reporter**



PUBLISHED BY AND FOR EMPLOYEES



RYAN AERONAUTICAL COMPANY

Vol. 3 No. 5

APRIL

3RD

1942

RYAN FLYING REPORTER

Vol. 3 No. 5

KEEP 'EM FLYING

April 3, 1942

SAND IN THE HOUR GLASS

(An excerpt from "Maintenance" column by Pat Kelly)

Y'know, men, when a feller reaches the age where he wishes he knew one-half as much today as he thought he knew ten years before, he gets a different point of view.

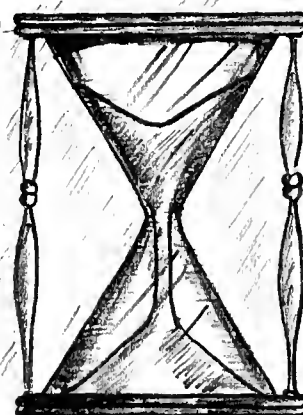
A lot of us don't seem to realize there's a hell of a big fight going on out in the Philippines and Australia. Some of the kids we used to snub, and look down our noses at, are out there right now giving their life's blood that this country of ours, where an individual may still think, believe, worship and do as he pleases, may continue to exist for us and as an example for the world.

Those kids are asking for one thing, and one thing only --- that we send them equipment with which to carry on. Then why don't we do it? Why don't we forget about petty social gains and profits that won't be worth a tinker's damn if we lose the fight? Why don't we stop throwing bouquets at each other, go to work, and get out whatever is needed?

Well, men, and ladies too, there is no logical reason why we don't produce what is needed. Absolutely none! If I made an attempt to answer those questions, it would be a vain attempt, and I would be guilty of throwing bouquets. And very probably there would be rocks in them! Nothing would be gained.

C'mon let's go! Quit stalling, griping, belly-aching.

There is still time, but the sand in the glass is running. It's only the first half, but don't forget that time waits on no one, and the team that takes advantage of the breaks wins the war.





RYAN FLYING REPORTER

Published by Employees of the
RYAN AERONAUTICAL COMPANY
Through their Welfare Department
* * * *

Editors: Bill Wagner; Sue Zinn
Art Editor: George Duncan
Editorial Assistants:
Bob Close
Slim Coats
Ray Morkowski
Wm. van den Akker

Special Contributors:

Ode To A Tire Ruth Ann Pedersen
How to Protect Yourself-Officer Colling-wood

Departmental Contributors:

Maintenance	Pat Kelly
Fabric Highlights	Dorothy Kolbrek
Production Planning	Maynard Lovell
Manifold Exhaust	Manny Fohde
Wing Tips	Chas. Anderson
"X" Marks the Spot	Dan Burnett, Jr.
The Ryanettes	Tom & Gerry
Nuts, Bolts & Rivets	Noremac
Sheet Metal Shavings	Paul S. Hoffman
Sheet Metal-2nd Shift	E. Magdick
News 'n Views	Dick Gillam

DEADLINE for copy for the next issue of Flying Reporter will be Wednesday, April 15th.

COVER - Manifold production at the Ryan factory passed a highly significant milestone this month when the "000th" (censored) manifold left its final inspection jig for delivery to a west coast aircraft manufacturer.

Tommy Hixson who took the cover photo asked Claude Ryan to step aside so Flying Reporter readers could get the exact information as to the number of manifolds Ryan has built to date, but the boss said it's a military secret, and darned if he'll step aside to let Hirohito, Adolph and Benito have a look. We can assure you, though, that the "significantly numbered" manifold establishes Ryan as one of the world's leading producers of these specialized engine accessories.

Claude Ryan is seen on the front cover congratulating Rex Seaton, Manifold foreman, on the swell record set in his department, while Eddie Molloy, vice president and works manager, looks on.

RYAN MANIFOLD PRODUCTION

PASSES IMPORTANT MILESTONE

An important milestone in the production of aircraft engine exhaust manifolds by the Ryan Aeronautical Company's specialized exhaust manufacturing division was passed last week, and the "significantly numbered" manifold produced was immediately shipped to a west coast factory for installation on a long-range multi-engine military plane.

For reasons of military security it is impossible to disclose the exact production milestone just passed, but it may be revealed that it establishes the manifold division of the Ryan company as a leading producer of these important accessory units.

Claude Ryan, company president, was on hand with Eddie Molloy, works manager, Rex Seaton, manifold foreman, and other company production experts to witness the "significantly numbered" manifold being removed from the final inspection jig before its shipment.

Ryan manifold technicians have been responsible for many of the advanced engineering developments which in recent years have kept exhaust system research abreast of the higher horsepower engines, making it possible to efficiently and safely carry off the gases and heat generated by huge new engines which produce up to 2000 horsepower.

In addition to their primary function as exhaust systems, Ryan manifolds have been developed to operate turbo superchargers necessary for high altitude performance and to heat the air for carburetors and for cabin comfort.

One of the most advanced steps made in recent years in the refinement of aircraft exhaust system designs is the "Ball and Socket" Universal collector ring, developed by the Ryan organization. Unlike other exhaust manifold, the Ryan universal manifold is not suspended on the engine, but is fastened to the engine mount or cowl well. To accomplish this, the collector ring is connected to the engine exhaust ports by means of patented universal joints which absorb the vibration and movement of the engine and relieve the engine of carrying the weight of the manifold.

Pioneers in the field of engineering research and manufacture of exhaust systems for huge aircraft engines of 1000 to 2000 horsepower, Ryan has expanded this division of its war production facilities to provide for the manufacture of a large volume of manifolds for installation on many advanced type military and commercial aircraft, particularly of the twin and four-engine types. (cont. page 28)

MANIFOLD EXHAUST

—by manny fohlde—

"Fooled ya, didn't I!" I didn't think this column would be missed but a couple of the subscribers - yeah, that's right, both of 'em that have read these columns--expressed what I took to be keen disappointment at the lack of "Manny Fohlde" in the last few issues so I am again making an attempt at journalism.

FLOYD "CHEW CHEW" BENNETT, late of Chattanooga and yet later of manifold small parts, is having his dentures worked on. Rumor has it that he is coming out with a complete new set, the better to chomp "Browns Mule". Upon reading this, he's apt to send several biting remarks in my direction!

LARRY "GIRL SHY" and also "GUN SHY" BRUNSON has received the ringside ticket from Uncle Sammy. He has been Dewey's man Friday on the spot welder and feels that he will be rejected due to the spots he has before his eyes. Dew-

(continued on page 28)

DEFENSE BOND PRIZE IN PT-22 CONTEST

ARMY WANTS A NAME FOR THE PT-22

CONTEST WINNER TO RECEIVE

\$25 DEFENSE BOND PRIZE

You've heard of the Lockheed Lightning, the Douglas Boston, the Boeing Flying Fortress, the Curtiss Tomahawk, the Consolidated Liberator and numerous other combat aircraft.

Now, the Army's asking us for a name for the Ryan trainer to be used instead of the numbered designation "PT-22". And, we want the help of every employe in suggesting names which we may submit to the Army for their final selection.

A PT-22 Name Suggestion Contest will be held, with entries to be turned in on the form at the bottom of this page to the Personnel Department not later than Midnight Monday, April 6th. Only names submitted on this can be considered. The short period for submitting the names is necessary as the Army Air Corps is anxious to have the company submit suggested names without delay.

Special consideration will be given names which are appropriate to a trainer type of aircraft - names like "Fledgling", meaning a young bird which has just acquired its feathers - or like Fairchild's "Freshman", which implies a beginning student. But any other class of names will be equally welcome.

Contest judges will be representatives from the executive staff, engineering, sales, public relations and the flight line. They will include Claude Ryan, Millard Boyd, Sam Breder, Bill Wagner and Joe Rust.

The actual winner of the \$25 (par value) Defense Bond will be the person whose suggested name for the PT-22 is that approved by the Army. The Ryan judges will select from the names submitted by Ryan employees several names the committee feels are most suitable

for final consideration by the Army. Consequently, until the Army makes its selection from among the names submitted by the Contest Judges, the final award cannot be made.

But, as soon as the judging committee has chosen the names to be submitted to the Army, those names and a listing of persons who submitted them will be published in Flying Reporter so that you'll know whether or not you're in the running for the \$25 Defense Bond Prize.

In case of duplication of names, the contest committee will be sole judge of how the prize money shall be divided, and every effort will be made to handle a situation of this kind as equitably as is possible.

Turn in to Personnel Department

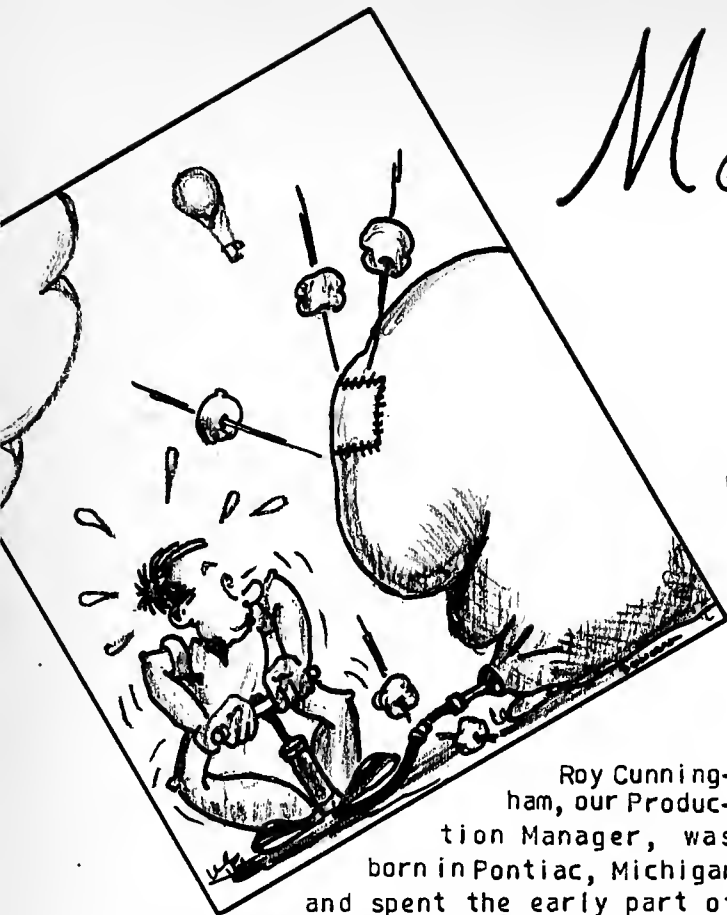
PT-22 NAME CONTEST

I submit the following suggestions as suitable names for the Ryan PT-22 in the contest to determine which names shall be submitted to the Army for their approval in choosing a name for our trainer in place of the numbered designation.

(A maximum of 6 names may be submitted by each entrant.)

Name _____

Department _____ Badge Number _____



Meet Roy Cunningham

— BY BOB CLOSE —

Roy Cunningham, our Production Manager, was born in Pontiac, Michigan and spent the early part of his life in and around that area.

Eventually he moved to Detroit where he attended the Cass Technical High School. During his school term he was Detroit champion for the quarter mile and, being very sports minded, entered most of the relays, threw the javelin and discus, played some football and, against the coach's orders, played basketball and baseball out of school. He also played in the first game of the first hockey team's competition between the Detroit public schools. From the way he runs around during working hours one can see why he was once champion for the quarter mile in school.

Circumstances forced him to leave high school with only a half year to go. He immediately started working with the Aircraft Development Corporation which was making an all-metal dirigible, in fact the only one of its kind. This was in 1927 and it is still in active service at Lakehurst, New Jersey. Roy naturally acquired an interest in dirigibles and their workings and became a balloon pilot. In the Ryan company we have quite a few men who hold airplane pilot's licenses, but only one, I believe, who holds a balloon pilot's license.

At this time Roy married a very charming young lady by the name of Alice Browne just before her family moved to Texas.

In 1927, Roy was at the International Balloon Races, and had charge of balloon inflation. All totaled he has made twelve balloon flights during his career as a balloonist.

Another of his interests was gliders and he was one of the members of the Albatross Gliding Club, the second club of its kind to be organized in the United States. The members experimented with shock cord and auto towing primary glider trainers. Later members of the club bought a Parks trainer and most of them took flying lessons. Roy's time totaled five hours.

At the 1930 National Balloon Races in Houston, Texas, Roy and a partner entered the races with the intention of winning against a competition of 15 other gentlemen who had the same idea. However, it seems as though a balloon is quite dependent upon weather conditions and 8 of the balloons were caught in cloud formations and, the air being rough, they were forced to land. All 8 pilots, however, landed within eight miles of one another. The race, incidentally, was won by two Detroiters.

At Denver, Colorado, in 1933 Roy entered the National Balloon Races again, but his balloon was destroyed by a high wind before starting. He was in charge of training the internationally famous stratosphere balloonist Jean Piccard and his wife, and during their famous high altitude flight he was in charge of all ground work and inflation of the balloon before the start. Roy considered this to be quite an honor.

The Aircraft Development Corporation, after finishing the contract for all-metal dirigibles, merged into the Detroit Aircraft Corporation (continued on page 28)

X MARKS THE SPOT_____ by Daniel B. Burnett, Jr.

And we're on it as usual. Time is short, the date comes nearer, but we have not given up hope and never will.

Our shop is a buzzing little bee hive, nicely laid out with jigs finished and parts coming through. It won't be long until things will really take shape.

Orchids to: LOFTING. Its foreman, leadmen and loyal workers for the fine job of delivering templates by the score.

Orchids to: MODELING. John Castien for the cooperative spirit in lending us three of his best men at a time when it was hard to let anyone go.

Orchids to: TOOL DESIGN: Bill Cameron, Clayton Rice and their helpers for rushing orders for tools and jigs which must necessarily come first.

Orchids to: METHODS ENGINEERING. M. M. Clancy and Wally Gerhart for rushing orders through.

Orchids to: PRODUCTION PLANNING. Roy Cunningham, Joe Williams and their crew for expediting releases and materials.

Orchids to: EVERYONE ELSE for their well wishing in our new project.

The RYANETTES BY TOM & GERRY

Well, people, I just got home from that super-duper breakfast at the La Jolla Beach and Tennis Club where you go to feel like a millionaire for a day and believe me I did as I lounged, and I do mean lounged, in the beautiful pool. I represented the other half of this team as Gerry either didn't get home or her poor mother didn't want to resort to medieval methods of getting her out of the hay. Too bad too, 'cause she really missed something.

GARY ADAMS told me he wasn't sure if I was going to lay an egg or if I was really laughing as SLIM "CREAM PUFF" COATS put on the best show yours truly has seen in a long time--(you can give me the quarter anytime, Slim).

He's really on the beam when it comes to making ropes do their stuff, but oh golly the jokes. Especially the one about the----- (censored.)

"PRO" LARRY GIBSON and BILL WAGNER were playing, well anyway swinging, at a tennis ball as I passed through to where I could smell FOOD which by the way was worth getting up at 8:30 for--(on a Sunday too). PAT KREGNESS and I were the only Thor's in the bunch (I have used "Thor" because he is the only god I can think of that sounds like he had nerve) who would go swimming.

I guess I have said enough about "My Day" or Bill Wagner will be swamped with requests for a chance to write for our Reporter so that they can get in on the fun next time. Seriously, it was swell and I know a good time was had by all.

You know, folks, we had a couple of pretty swell telephone operators and they have a problem on their hands which is----"Flashing". Just in case you don't know what I'm talking about--'cause I didn't until I asked--it's when you get in a hurry and so to speed the operator up, you think, you joggle the button so that you can have faster service.

Sometimes this is very embarrassing for LORNA and BERNARDINE who may have ten lines full, and to determine who wants what they have to go in on all ten lines--and usually they get "Operator are you listening in", or "Get off the line", so let's give them our cooperation by being a little patient and "Flash" slowly. Thank you. (Applause, please.)

You know, for a plant policeman, that "Gyp Artist" in the lobby takes the cake. When you go in for change to buy those "priority rated" cokes you really have to watch your p's and q's--rather your nickels. See, I told you I'd do it, ROUSE.

Now has come the time for Gerry to add her bit of gossip, so I will turn it over to her, whatever has gone before, I can be held entirely responsible for but please have a heart, 'cause deep down I mean well. (continued on page 9)

SCRIBBLER'S

FEED

BY SLIM

Doggone it, I'm sitting there as innocent as a new hatched turtle on a sandy beach, when along comes BILL WAGNER, editor of the Reporter, and gives me the assignment of writing the "Scribblers' Feed". I think it should have gone to some of our more capable writers, but now that I'm stuck with it, I'm determined to have it out like the splinter the old lady got from the rough pine bench.

First I should like to thank the Ryan management for making the "get-together breakfast" possible--and the La Jolla Beach and Tennis Club for making their facilities available to us. It was one of the best parties I've ever attended, and everyone seemed to be as pleased as a cat on a fish wharf.

The breakfast was wonderful, and the informal program that followed fairly sparkled with wit and humor. Now this is a lot of overture, considering that there is no aria following, so let me tell you what happened and who was there.

Most of these contributors to Flying Reporter had never had the pleasure of meeting before, and we realize now how much we miss every day of our life. DAPPER DAN BURNETT was nearly late for the affair because he rode his little "put-put", and he got farther behind than a boy wearing long pants in the kindergarten. He was as dapper as ever, or do I have to tell you.

Personally, we've never seen much sense to a tennis game, but when we arrived, LARRY GIBSON and BILL WAGNER were out on the court, jumping up and down like a couple of bull frogs in a rubber boot, while in another court RAY MORKOWSKI and MRS. GIBSON were dabbing up and down like crows in a cornfield.

Maybe I'd better describe some of these personalities; perhaps you've never met them either.

LARRY GIBSON claims he's a golfer, but he's a little near sighted, and the other day he lost his caddy and followed an Indian squaw carrying a papoose for nine holes.

MAYNARD LOVELL of Production Planning, I think you all know. He pops up around the plant as regular as boiled potatoes in a boarding house.

GARY ADAMS and MRS. ADAMS were there. Gary, you know, replaces Mr. Marco and if you have any problems, he'll straighten them out like shirtsleeves in a steam laundry.

SUE ZINN, Ye Ed's cute assistant, was present with a big, good looking Consolidator, named SETH GUNTHERP.

In fact, he's so big I decided not to take up that argument about censoring my good jokes.

GEORGE DUNCAN was there with MRS. DUNCAN, and she tells me that since the baby arrived, George is warming more bottles than W. C. Fields' hip. George you know is our versatile artist and writer.

About the best compliment Flying Reporter ever had was from Slim Coats' father who came all the way over from Tucson last Sunday morning for the Flying Reporter get-together at the La Jolla Beach and Tennis Club. We're prejudiced, but really feel that those Flying Reporter reporters who missed the party really passed up something good. How about it, you who were there?--Editor.

WM. VAN DEN AKKER of the Research Laboratory still hasn't told us what's brewing in that little still.

RUTH ANN PEDERSON--one of the new girls in the drafting department. You ought to see her, fellas, you'd have some designs yourself.

BOB CLOSE, the author of "Meet Mr--". By the way, Bob could you arrange for me to "Meet Miss--?"

RAY MORKOWSKI, the Congressman at large, whom most of you know, tells me that there are so many office holders in Washington that they are putting names on revolving doors. And I believe Ray; he's as honest as a nightwatchman with insomnia.

EDDIE OBERBAUER is as quiet as an oil-burner, but wait until I tell the boys back in Montana about seeing "Obie" playing tennis.

DOROTHY KOLBREK was having such a good time that she forgot to introduce her husband, MORRELL. She's one of our better writers, by the way.

E. M. MAGDICK claims he's the second shift sheet metal's best bowler, aside from being the Mayor of Tijuana. He says the "food" down there is all the attraction.

DICK "DEEP IN THE HEART OF TEXAS" GILLAM was all dressed up like Easter, and no wonder, he had a gorgeous girl with him. Her name is HELEN STUBBLEFIELD.

BILL CAMERON of the Tool Design, whose motto is, "It won't work; I've tried it before," appeared as chipper as a ground squirrel.

PAT KREGNESS, one of the cleverest writers the Reporter ever had. We once tried to start a friendly "feud" with her "Ryanettes" but it fizzed out like a sophomore's moustache, and from that day to this, whenever a Ryanette sees us she gives us a smile with one of those tight mouths, like drinking lemonade without swallowing the seeds.

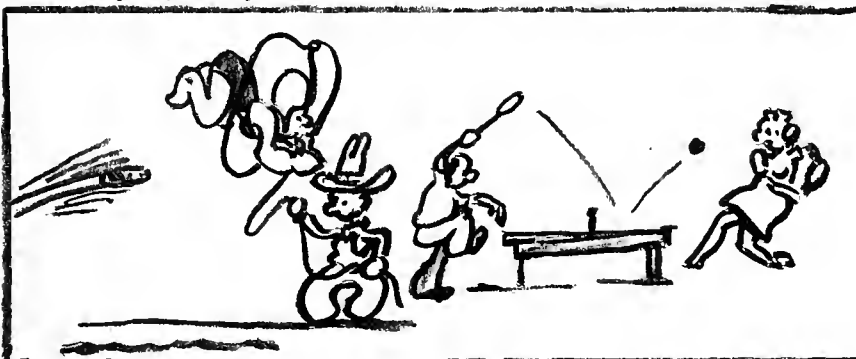
GEORGE DEW looked like a sport's clothes advertisement from Esquire. And it was nice to see him give Dan and Gillam a run for "best dressed" title.

WIN ALDERSON had every reason to be proud of his wife DOROTHY as she did a masterful job of singing and massaging the ivories. It was the highlight of the program. DAPPER DAN and BILL VAN DEN AKKER helped her with a whistling duet. The only reason the gang fizzled out on the song "Deep in the Heart of Texas", was because they didn't know the words. And after the way those sheriffs used to shag me over the landscape in Texas, I'll be doggoned if I'll sing it.

MARGARET FUSON, the "Tom" of the team of "Tom and Gerry", is such an exquisite little dish that we are sorry we are behind the Ryanettes hate ball.

GERRY WRIGHT, the other half of the team was absent and the only time I've ever seen her was through rose-colored ice cubes at the Foremen's Party. Very lovely, and her whistling would put the meadowlarks to shame. Many is the time I wish she would whistle for me.

TOMMY HIXSON, our able picture hound. One nice thing about Tommy, he never invites you up to see his etchings, it's always his "art studies", and with him was Mrs. HIXSON.



LORNA WARREN, our delectable telephone operator, whom I discovered was a friend of mine from up around the Hollywood country. Even a wrong number would be a pleasure if Lorna gets it for you.

BILL WAGNER, "Ye Ed". Did a very fine job of introducing the gang. He was loaded with humor, and let us have both barrels. Mrs. Wagner came along for "scenery" and was very restful to the eyes. No kidding.

We missed a few of our contemporaries: M. M. CLANCY, LYNN HARRINGTON and "BOB" HARRIS. Also among the missing were ED SLY, of the Ryan El Cajon Ranch, WALLY MALLOTT, another of our capable artists. He is a wow at drawing girls, and I don't mean with pencil and paper. JACK "HAWKEYE" BILLINGS, the baseball player, "Dem bums." PAT KELLY the onion eating "snoose" chewing maintenance man, and CHARLIE ANDERSON "see your local newspaper for complete details."

I was a bit afraid of the Ryanettes, so I brought my Dad with me. There was plenty of activity, what with tennis, badminton, golf, ping pong, and the swimming pool. On the way out to the swimming pool I had to walk through a little barroom. I didn't get any farther. It was a great little gang, and I can hardly wait for the next one.

Our motto is: When facts interfere with the truth, we discard them both.

A few issues back we published a special issue of Flying Reporter giving full particulars on the Pay Roll Savings Plan for the purchase of Defense Bonds. You'll be interested to know that letters of appreciation for this effort toward aiding National Defense have been received by the Ryan Company from Major General H. K. Loughry, Chief of Finance in the War Department and from D. C. Miller of the Defense Savings Staff in the Treasury Department.



TALKERS WHO HARM US

"WISE GUYS" are the ones who make it hard on the rest of us. By their chatter they release a sprinkling of information that should be confidential, along with a flood of warped rumors. They create confusion by giving the conscientious employee the impression that what he knows is common knowledge, so why shouldn't he talk too. Thus he is trapped into being another informational leak.

What's often worse than actual leaks are the rumors that start from thoughtless talk. A rumor is a two-edged weapon in the hands of an enemy. If you let the rumor go its way, it is apt to grow and spread. If you try to spike it, either your denial or your statement of the facts may give the enemy just the information he wants.

For example, one of the things he'd like to know is how we are doing with military aircraft production.

One thing that he already knows is something we might as well face ourselves. We all realize that the flow of engines, materials, parts and equipment is vital to a top-speed output of planes. The production-rate goal of all these things has been tremendously increased again since the outbreak of the war. That was hardly more than three months ago, and many industries are having to be converted from other things in order to reach the goal.

Possibly not all of them will be able to get ready for full stride production as quickly as we have, in many instances simply because they were farther removed from the war effort, to begin with, than we were. Since in such a rapidly accelerating program every industry depends on the others in order to make its own schedules possible, for the present some companies will be limited not by what they're capable of doing, but by the amount of materials we can get.

This doesn't mean a slowing up of production. It means only that you shift into second before you go into high gear.

America's thousandsof manufacturing firms are like a line of cars pulling away from a traffic light that recently has changed to the green "go". Each motorist is making for the open highway where he can go full speed but, temporarily, he is limited by the driver ahead who, in turn, is also limited....well, you get the idea. The important point is that the group as a whole is increasing its rate.

What the enemy would like for us to do, is to start blatting our horns and squabbling among ourselves. He would like for us to start rumors that there's a traffic jam and that the employees or management at the companies or the government is to blame for it. He knows his dupes will help him spread such rumors and he hopes we'll fall for them too. If we do, the effect will be to damage morale and the public's confidence in all of us who are producing war materials.

When we're tempted to talk about production - and of course we are all tempted, because plane production is our business - let's keep all this in mind. . . then we won't talk. Our friends will understand and our enemies will be kept guessing. We ourselves can keep from being goaded by rumors, through the confident knowledge that no one is more anxious to drive ahead than we are. We can curb our impatience and our tongues, knowing that we are producing to the fullest capacity made possible by the rest of the rapidly-expanding American industry which supplies materials and parts for plane production lines.

Don't crowd. Don't squawk. Don't lean on the horn. Just keep a steady foot on the accelerator. Traffic is heavy, but we're all going the same way.

"Beware of the man who instills doubt in your mind."

"He may not be Hitler's agent, but he is doing that agent's work."

DONALD
NELSON

We are indebted to the Boeing Aircraft Company for this fine article on the importance of watching our "loose talk". This article appeared in a recent copy of their employees magazine. Its use in Flying Reporter was inspired by a suggestion of a similar nature which came to us from Donald Dudley of Inspection.

Sheet Metal Shavings

BY PAUL S. HOFFMAN

Well, we fellows of the Sheet Metal Department are waiting. So far the company has employed women in all of the departments around us, but none as yet in our department. I guess we just have to be patient, fellows.

At this time I would like to get one point settled. I might have big feet but some people overdue their kidding. The other day L. H. STEINAUER said, "Here comes Paul's feet, he should be along any minute now." Aren't you ashamed of yourself Mr. Steinauer. Well, anyway, I have a good understanding.

FRED (BOTTLE NECK) HAYNES is still rushing around like a P-38 interceptor. His head hasn't reduced in size a bit since the last issue. He says he does more work than the whole Sheet Metal Department combined. The funny part about it is, he really believes it.

Notice for the super snooper.....Why does a certain riveter blush when you walk by singing "Ida"?

On Monday, March 16, 1942, the second day of JACK EDWARDS' marriage, I asked him if he was in a hurry to get home. To my surprise he said NO... What's the matter Jack--is the honeymoon over so soon? All kidding aside, Jack, all the fellows of the department wish you and yours the best of luck.

JIM (BLUE MONDAY) FITZGERALD looked like he was flying a storm signal all day Monday. How about it, Jim? Is it possible to put out one fire without starting another? Which comes first, the snakes or the elephants?

LARRY UNSER is going to be passing out cigars in the very near future. He is taking a trip to Illinois at the end of the month and when he returns he should have a ball and chain. The unfortunate girl's name is Kathryn Klingler. Congratulations, Larry.

I am sorry to announce that our very handsome, smart, and rugged riveter....well, anyway rugged....anyway riveter....has been missing from our ranks because of an appendicitis operation. If you don't know who I mean by these adjectives, the name is WADE STEINRUCK. We all wish you a quick recovery and hope you will be with us soon.

That familiar face that is back on the day shift belongs to FRED (BIRD BRAIN) HILL. One thing sure, Fred isn't two-faced or he sure would be wearing the other face (for a change at least).

That's all for now, fellows...thumbs up....

RYANETTES CONT.

G-E-R-R-Y reporting. (I really don't know what I'm supposed to report, on account of because I haven't anything to report.) Too bad I had to go and sleep through all the good times had by all Sunday--but next time, and I hope there will be a next time. If so, I am going to go to bed about 8 o'clock, believe me.

Well, the Production Department is expanding more and more. Everytime I go upstairs I see new girls surrounding the place. And what about the news in the factory. My, My! Our roving reporter from across the way has moved so now I have to resort to something else. I really haven't decided just what, but will try some other method of getting news from across the way; also from the school where our Purchasing Department has moved.

We had a grand time at the Ryanette Luncheon. It doesn't seem possible that just a year ago when the Ryanettes were first organized we had about twelve girls. Could be a slight exaggeration, but now, my word, no less than about fifty girls attend our luncheons. We'll have to reserve the dining room of the Grant Hotel if it keeps up. But the more the merrier, I always say, anyway. Whoops! I'm a poet. Well, that's enough nonsense, so now I'll sign off. G-E-R-R-Y signing off until next time.



The Start In San Diego . . . After the end of the fire season, Claude Ryan remained in active Army service until early in 1922. Returning to Southern California at that time, a seasoned pilot, he was unable to find any demand for pilots or, for that matter, any commercial aviation at all. The few months following were spent working for an auto supply company but his heart was not there. To get enough money to start some commercial flying on his own hook, he sold his car and went to Rockwell Field, San Diego, to fly on Reserve status.

It was about that time that Ryan stepped into an ordinary looking barber shop for an ordinary shave and hair cut. No one could foretell that from the discussion which developed during that shave and haircut would come an idea and a resolve with such far-reaching consequences. A simple remark was made that as yet nobody had taken over the field that "Jack Mason" used to operate at the foot of Broadway before he was sent "up the river."

Ten minutes later Claude was pacing out the field at the foot of Broadway. In another half hour he had made arrangements to purchase a wartime Jenny (1) as a starter for his new business using the improvised runway along the harbor bulkhead for an operating base (2). Proprietor, pilot (3) and most enthusiastic customer of his own firm, Claude found business those first few months barely sufficient to take care of gas and oil for the Jenny.

Very fortunately a carnival moved in next door to the flying field and one of the concessionaires (4) became a regular enthusiastic flight passenger which just kept business alive. When the carnival was ready to leave San Diego, Ryan and his plane joined it to fly passengers at the cities they visited, but after one poor paying stop, Claude returned to San Diego where he joined a barnstorming expedition into northwestern Mexico. This latter trip involved the only crack-up of Claude Ryan's flying career when his overloaded Jenny refused to keep aloft the 250-pound local Mexican "General" whom officials insisted he take up for a hop.



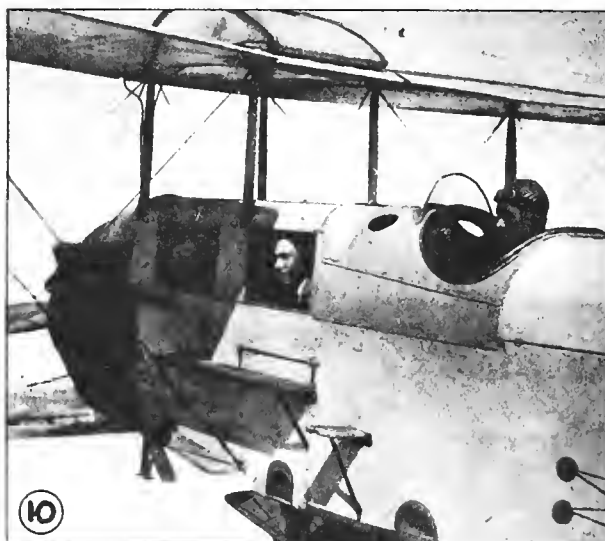
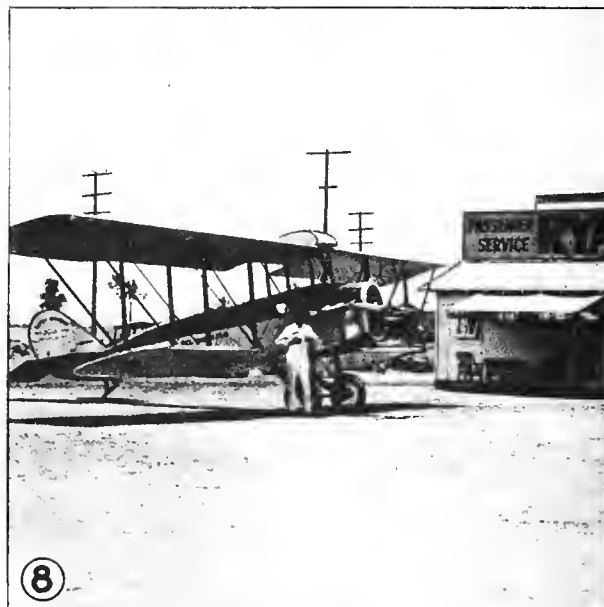


First Regular Airline . . . After this, Ryan soon returned to San Diego where he decided that the hazard of taking off under high-powered electric wires, going between two poles which had been recently erected at the end of the runway and making a sharp turn to avoid the mast on a dredge was a bit too hazardous, so he moved his operations further up the bay.

By this time Claude had two Jennies in service at the "Ryan Flying Company" airport (now Speer field) and began training students to fly. Picture (5) shows Ryan and his first student. He also conducted a rather lucrative sightseeing business (6) in connection with a deal worked out with a sight-seeing bus company, making arrangements for them to stop at the field. Sometimes as many as 100 eastern visitors would fly in a single day.

In 1923 when the government disposed of its wartime flying equipment, Ryan bought six Standard biplanes and spare parts. The planes were in terrible condition but Claude and his mechanics (7)—rear, Claude Ryan, extreme left; Dan Burnett, next to extreme right—front, John Van der Linde, extreme right—redesigned and rebuilt them into five-place cabin jobs equipping them with 150 horsepower Hispano Suiza engines. Picture (8) shows a Ryan-Standard in front of the office of the Ryan Flying Company.

Along in 1924 Ryan and one of his students, a sportsman pilot with money, decided to operate a passenger plane service between San Diego and Los Angeles and from this sprang the first year 'round scheduled airline in the United States when Ryan Airlines, Inc., on March 1, 1925, flew the first schedules of the "Los Angeles-San Diego Air Line." On hand for the official inauguration of the airline service (9) were movie director Robert Vignola, with field glasses, and next to him Vera Reynolds, Hollywood actress, with Claude Ryan at the extreme right. View (10) shows one of the Ryan Standard cabin planes used on the airline service, with Claude in the cockpit.



NUTS, BOLTS AND RIVETS

BY NOREMAC

A colored gentleman approached the clerk and asked to see some razors. The clerk thought to make a good sale so showed the man a fine electric razor and spent considerable time extolling the modern device.

"Dat's fine," said the customer, "but der's one ting you ain't done told me."

"What's that," asked the clerk.

"Well, I don't see from what you say how a man is going to protect himself with one of dem tings."

- o -

"Willie," said his mother, "I wish you would run across the street and see how old Mrs. Brown is this morning."

A few minutes later Willie returned and reported, "Mrs. Brown says it's none of your business how old she is this morning."

- o -

Papa: See here, Ben, you must not bother me. When I was a little boy I didn't bother my father with questions.

Ben: Maybe if you had, pa, you'd be able to answer mine.

- o -

"Look at that now," said LARRY holding up his new-born son for admiration, "Isn't he a beauty? Everybody says he's just the picture of me!"

"Oh, I wouldn't worry much about that," said GARY, "so long as he's healthy."

- o -

Passenger getting on the car: - "Conductor, which end shall I get off the car when it stops?"

Conductor: - "My advice, madam, is that you get both ends off."

- o -

A Georgia cracker wrote to a mail order house in Chicago and detailed carefully the kind of an apparatus he wanted and asked the price. The concern wrote him and sent him a full description of a saw-mill and quoted him \$3500.00. The Georgian answered immediately

and said: "If I had \$3500.00, what the hell would I want with a saw-mill?"

- o -

"Now, Tommy, I want you to be a good boy while I am out."

"I'll be good for a nickel," was Tommy's modest offer.

"Tommy," said his mother, "I want you to remember that you cannot be a son of mine unless you are good for nothing."

- o -

"Was your husband in comfortable circumstances when he suffered the injury that sent him to the hospital?" asked the curious neighbor.

"He was not," replied the victim's wife. "That auto stopped with one wheel on his head."

- o -

"I am so happy," gushed the young thing. "I'm going to marry the man I want."

"Humph," grunted her sister, "Just think how happy you'd be if you got a fellow every other girl wanted."

- o -

There is a slight difference between a sewing machine and kissing a pretty girl. One sews seams nice while the other seems so nice.

- o -

"I couldn't serve as a juror, Judge,--one look at that fellow convinces me he is guilty as hell."

"Sh-h-h-h that's the District Attorney."

- o -

Wife: What's the idea of your coming home two hours late?

Hubby (in bandages): But darling I've been run over.

Wife: You can't tell me it takes two hours to get run over.

- o -

On the phone--"Doctor, come over at once, the baby has swallowed my fountain pen."

"I'll be right over, but what are you doing in the meantime?"

"Using my pencil."

- o -

(continued on page 27)

SHEET METAL

SECOND SHIFT

BY E.M. MAGDICK

Time marches on, and once again Sheet Metal Second Shift makes the deadline.

Two weeks ago found Sheet Metal in first place in the night bowling league after winning 19 games in a row. We found the Hill system still in effect, after the beating they took in the last Reporter. (Note-Harrington.) The standings now are Sheet Metal first with 29 wins and 11 losses; second we have the Electricutors with 28 wins and 11 losses, and tied for third place we have Manifold Number 2 and the Micro-meters with 25 wins and 11 losses. The season is rapidly drawing to a close and the boys are really in there pitching.

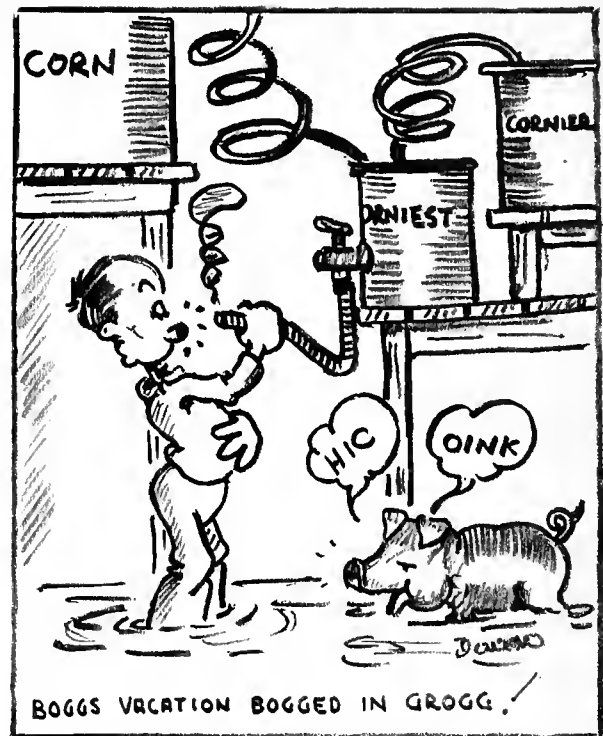
Now a line in regard to the movie put on by Chief DAN DRISCOLL for the benefit of members of the Fire Brigade. The movie featured the highlights of incendiary bombings in England. It emphasized how to go about controlling different types of incendiary bombs. I know I'm speaking for all the fellows when I say this information was appreciated. It may prove of great value to us in the future.

"Honesty is the Best Policy." The other day a Sheet Metal book left at the Ryan School by JOE WAGNER was returned to him at the plant after 10 months. He had given the book up for lost and was he surprised when it was delivered to him personally! Though the book was not of much value the idea of its being returned is what really hits the spot.

"Digs and Ribs from Riveting Jigs" -- E. H. BOGGS is back at work after a month's vacation in his home state of Kentucky. He is still in a daze from drinking that good old corn liquor they "still" make in the hills of Kentuck. He says the weather back there was fine and it didn't change until he got to California and ran into a snow storm.

"STOWOWSKI" GEER, the night runner for the Production Planning Department can cover more territory in the shortest time and use the least number of steps doing it of any man in the world outside of FRANK WYKOFF. I wonder if he whistles "Boogie-Woogie" or Beethoven while he is working so hard. He goes so fast that the checks on that new vest look like stripes when he goes by.

This coming Friday is the date set for the latest expedition to Tijuana by the night shift riveters.



The last time the riveters went across it was reported that two of the waiters retired on the tips they received from the Ryan boys, and the place had to be refurnished the next day. Anyone outside the Riveting Department is cordially invited, but it is suggested that they wear brass knuckles and their drinking clothes.

ANDREW FURDOCK has promised to get most everyone a date since the last issue of this column but as usual, he can't find the girls.

LEO STAMPER has finally decided to try his hand at bowling in the league again, now that inspection doesn't have to play Sheet Metal any more this season.

Why does JACK KENNEDY look so tired on Monday? No one can get that tired just riding a motorcycle over the week-end.

CURLEY STILLMAN was back at Tony's Hacienda Saturday night, so that means he has made up with all the waitresses again. You should see that guy jitterbug. When Curley gets slightly inebriated he is four times his size and will throw any four men of Ryans out the front door.

BOWMAN and HARP made a trip south of the border last Friday and just got across the line, on the way back, (continued on page 21)

OFFICIAL STATEMENTS ON

In view of rather unfortunate impressions the public has received regarding aircraft production as the result of recently circulated newspaper stories which came about through misunderstandings and lack of full facts, but which have been accepted by some well-meaning persons, the following explanatory statements, reprinted without comment, should be of interest to every Ryan employee.

"American military aircraft production has increased 50 per cent since Pearl Harbor."

--Donald Nelson

TRUMAN SENATE REPORT

The clarifying statement below was released by the Truman Committee of the United States Senate, a federally designated body which is investigating contracts between prime manufacturers and the United States Government, after its inquiry in Southern California:

* * * * *

The subcommittee has visited most of the airplane plants in the area. It has ascertained the number of airplanes being delivered and has found that deliveries of completed airplanes are increasing each month.

The airplane manufacturing plants are, and of necessity must be, principally assembly plants. They assemble thousands of items which are manufactured in almost every State in the Union by thousands of plants. Some of the suppliers of such parts manufacture many other items for other defense work.

The subcommittee has found that the capacity of the airplane assembly plants in the area has been expanded very rapidly, so that today plant buildings, tools and workmen are sufficient to assemble more airplanes than can be supplied with parts. In other words, there are temporary shortages in certain of the items which would be needed, if all the assembly plants were to operate at full capacity.

It should be emphasized that these shortages are in only a few of the thousands of parts, that they are expected to be temporary in nature, and that even with such shortages deliveries of completed planes are increasing monthly.

The individual workmen in the plants, familiar with the capacities of their several departments, know that some of their departments could operate at greater speed, and, not realizing that the failure to proceed at full capacity is due to shortages of certain materials for which the airplane manufacturers are

not at fault, have assumed that the manufacturers are engaging in slow-down practices.

This belief has been accentuated by the fact that occasionally, where shortages are temporary, the manufacturers have kept a full staff of employees in order that they might be available when materials are obtained, and in order to prevent loss of production that would occur if departments were shut down and then reopened.

The subcommittee believes that the shortages of materials are due to the failure of government planning departments to realize soon enough the necessity of expanding the production of suppliers of parts. Instead, they concentrated too much of their attention upon expanding the facilities of the airplane manufacturers who simply assemble the parts. The subcommittee also believes that a more simplified method of financing the expansion of plant facilities by suppliers of parts should have been developed to eliminate red tape, confusion and delay.

The shortages may, in some instances, extend all the way through to raw materials because the suppliers of parts are themselves dependent upon receiving materials from the fabricators, who in turn are dependent upon receiving sufficient supplies of ingot and raw materials.

This is a matter which the Truman Committee early appreciated, and was the principal reason why it investigated facilities for the production of aluminum in April and May of 1941, and insisted upon a huge increase in the aluminum production capacities.

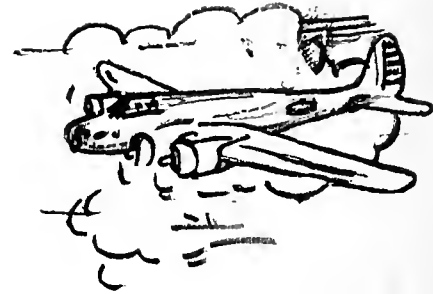
The Truman Committee has taken similar positions with respect to magnesium, steel, copper, lead and zinc, the production of all of which is being vastly increased.

It takes time for such increase in raw

AIRCRAFT PRODUCTION

materials to be reflected through fabricators, suppliers of parts and finally airplane manufacturers, into completed airplanes. The difficulties which are being encountered are not insuperable. Production is increasing and we can expect in the near future to obtain further increases in the production of completed airplanes.

ARMY AIR CORPS REPORT



The statement which follows has been issued by Col. Charles E. Branshaw, head of the Western Procurement District of the Air Corps Materiel Division.

Rumors and gossip casting reflection upon the production of military aircraft have gained widespread circulation in Southern California recently. These rumors have built themselves up, magnified themselves and been accepted as fact by many well-meaning persons.

There is some evidence that this activity is aimed toward the accomplishment of two results:

(1) Disruption of aircraft production by lowering morale through the creation of jealousy, suspicion and distrust, and,

(2) Forcing the War Department to release valuable information such as production figures.

These false rumors and allegations in some instances have been repeated by well-meaning but uninformed persons as fact, and even published in the public press - all of which has been very harmful to our war efforts.

Most of the statements which have been made and sometimes printed are absolutely false. There is not one word of truth in them.

The untruths which have gained the most widespread circulation are:

(1) That aircraft companies have allowed their employees to deliberately stall and waste material, so that the companies can make more money through the operation of cost-plus contracts.

The truth is that the contractor's fee on a cost-plus contract is a fixed sum and cannot be altered, no matter how much the company spends in time, labor, or material.

(2) That plants badly in need of certain Government furnished equipment are unable to get this material from other plants, which have an excess supply on hand.

In no instance has the War Department ever failed to transfer immediately materials and parts to another plant if such materials and parts could be utilized in the manufacture of airplanes. Very close control of such inventories is exercised by the War Department.

(3) That inferior material goes into the manufacture of military airplanes.

No inferior material goes into the manufacture of any military airplane produced in this country. The War Department has a fool-proof system of inspection, starting at the source of the manufacturing process and following very closely through all phases of fabrication. All material used in the aircraft industry must meet rigid Army specifications. As a matter of fact, inferior material is not available for military aircraft production today. It is not being manufactured.

(4) That aircraft production in this area has fallen off.

This statement is absolutely untrue. Production of aircraft has been greatly increased, and the production curve is steadily rising.

There are some bottlenecks to be sure. These bottlenecks are due to the fact that the aircraft manufacturer must assemble thousands of items of equipment produced from other sources. The bottlenecks have been caused because aircraft manufacture has speeded up to such an extent that it has exceeded the capacity of some suppliers. These bottlenecks are being ironed out and will soon be eliminated.

The duty of every man, woman and child in this country today is to stop the flow of any information which might be of value to the enemy. The transmission of such information is prohibited by the Espionage Act. It should also be prohibited by the good judgment of all citizens in a war in which their own future is at stake. (continued on page 16)

KENNY COMMITTEE REPORT

After a preliminary hearing in San Diego, March 11th, which received much publicity in the press, the Kenny committee on Economic Planning of the California State Legislature returned to San Diego for further hearings on March 21st. As a result of these hearings the committee has made public this official statement on its findings in the aircraft industry.

* * * * *

1. Facts made available regarding aircraft production at San Diego and elsewhere indicate that while the rate of production has steadily increased, the rate of increase has not been as rapid as the assembly plants could have handled. These plants have been expanded and labor has been employed in anticipation of the receipt of essential parts from original manufacturers at a rate that in some cases has not yet been attained.

2. Lacking this information, it was natural that some aircraft workers and other citizens should have assumed that the management of the local plants was responsible for less than three-shift, seven-day operation, and for less than 100 per cent utilization of every man's working time.

3. Since the knowledge of current working conditions in the aircraft plants penetrates directly into almost every household in San Diego and vicinity, it is important that all the facts relating to these conditions, except those that must be reserved as military secrets, be fully communicated by management to every worker.

4. In this connection care should be taken that temporary reductions in working pace are not concealed, and that increases are not ex-

aggerated. Each worker has as great a personal stake in winning this war as any executive, and plant morale can be maintained at a high level only by the fullest sharing of information consistent with military security.

5. Certain instances of alleged inefficiency have been reported to this committee in the presence of plant executives, and we are assured that such instances, to which rapidly expanding industries are peculiarly liable, will be investigated carefully with a view to constructive action.

6. The committee believes that the exchange of the sort of information referred to in the preceding paragraphs will be made easier by the establishment of the Production Drive committees now provided for by the War Production Board.

7. The committee recognizes that both management and labor are subject to the limitations of human ability. Long after scarcities of tools and materials are remedied these human limitations will remain. Men are not suddenly endowed with new skills or organization and leadership; such gifts are won only by training and experience. The increasing need for both will vitally affect the success of every new expansion, and patient recognition of this fact will be mutually helpful.

8. The committee desires to thank the management and the workers of Consolidated and Ryan aircraft companies for their full and friendly cooperation in these hearings. We are convinced that all parties concerned have one common end in view - to build the most and the best airplanes that can be built with the materials made available.

HOW TO PROTECT YOURSELF

1. Stay away from all defense industries unless you work there.
2. Drive with one window open so you can hear the command "Halt".
3. Don't argue with a Sentry or Guard, as they are trying to protect you.
4. Learn your restricted areas and stay away from them.
5. Unless you have business on a main thoroughfare, stay off of it.
6. When a blackout is on, don't run all over the streets. Stay where you are until you hear the all clear signal--day or night.

7. Notify your Air Raid Warden if you have a phone, in case he needs it as his phone may be too far away.
8. Report all lights on to your Air Raid Warden whenever a blackout is on.
9. Don't try to see where our Army is located or what they are doing as you may cause a traffic jam in case the Army receives orders to move.
10. Learn this and remember it, as you owe it to your country and the men who are fighting for you.

Officer W. H. Collingwood
Police Department

FRONT VIEWS AND PROFILES

BY R.J. MORKOWSKI

When you go to the First Aid room after eight o'clock in the evening, the fellow who dresses your wound, gives you the pills or soothes your anguished mind is MARTIN "MOON" MULLINS who everybody addresses as "Doc". It's been "Doc" ever since he could remember mainly because his dad was a medico.

"Moon" was born in Junction City, Kansas, on October 8th, 1894, but his school days were spent in Hatfield, Arkansas, where he helped to build the high school he attended. He attained international notoriety as the youngest editor of the smallest paper in the world when at the age of eleven he published the bi-monthly "Ratcliff Brownie". His dad had to sign as the proprietor in order to have it entered as second class printed matter with the U. S. Post Office.

An international news service got wind of the story and published it, hence "Doc" received letters from many parts of the globe. While in the newspaper game he read a lot of literature about the U. S. Navy and decided there and then that he would some day become one of Uncle Sam's gobs, so after leaving high school he worked as carpenter, gin mill operator (no not that kind, it was a cotton gin), section hand, etc., until he came of age and joined the Navy in 1912.

He saw service on the old U.S.S. Pensacola during the first World War. One of the highlights of his career while in the service was his trip through the Inland Sea to witness the coronation of our deadliest enemy, the Japanese Emperor Hirohito. Curiously enough in the 22 years he served in the Navy he never crossed the Equator. Mullins retired from active service as Chief Pharmacist Mate on February 2nd, 1934.

"Doc" was married in 1920 in Prescott, Arkansas, and has three lovely daughters 16, 18 and 20 years--that should make him a very popular man with the young Lothario's at Ryan. Doc lives on a picturesque hillside and spends all of his spare time building retaining walls. If you ever want to see a thing of beauty and skilled craftsmanship, the next time you are out for a drive be sure and visit him at 4356 Maryland Ave.

The next time you get around to the extreme corner of the plant behind the Manifold Department look for HORACE WILLIAM BALL, leadman in the seam-weld department. They call him "Doc" because he looks like one, I guess, but then he sure can doctor those seams.

Horace was born in St. Paul, Minnesota on March 5th, 1897, but when he tells you that you won't believe it because his looks belie his age. He attended Horace



Mann school in Tacoma, Washington, and started to work as an apprentice moulder in a foundry at the age of 15. After four years he became a journeyman and feeling that his ability could serve his country he joined the Navy during the first World War as Naval Aviation Quartermaster and received his training right here in San Diego on North Island.

After the war he went back to work in the foundry in Tacoma but in 1920 he married the girl he sparked in San Diego and has been a resident here ever since. He owned his own garage on 15th and Broadway and did a brisk business until the depression hit, when he had to give it up. He weathered the lean years with the Ford agencies as mechanic and service manager here and in National City. Horace came to work for Ryan on the 1st of August, 1939.

Ball has a daughter 13 years old who has promise as a talented actress. He owns his own home where most every day you'll see him puttering around the garden which is his hobby. He likes the hills around San Diego and spends his vacations camping in them. (Please fellows, don't start to call him "Horace").

Slim's Pickin's

BY SLIM COATS

Ah--just sniff that air. Spring is here again...time for Bock Beer. Easter is just around the corner, and by this time your wife has used up several of your checks for Easter clothes. Of course, you are going to wear last year's blue serge suit. But the little woman must be dressed in style. Style was once defined by the great Montaigne: "Fashion is a tax placed upon the vanity of the prosperous by the industry of the poor" which definition is as accurate as an arrow in a Pilgrim.

Most of the styles used to come out of Paris, and Parisian dress designers look like men, walk like men and talk like men. But we will have to stop there, and so do they. It is interesting to note that women talk three times as much about clothes as they do about men, according to the latest research. Thirty percent of female conversation is about clothes--ten percent about men. So, gentlemen, I guess we're not as important as we thought. But then if it weren't for men, women wouldn't talk so much about clothes. The claim that women dress chiefly to impress other women is ridiculous. When a woman buys a hat or dress she wonders what some man or men in general will think of it.

Well----"in spring a young man's fancy"--which is probably why "DAD" NOBLE is all rigged out in the new sport suit. BOB GARDNER has promised to hire MYRT WILDER in the welding department if Myrt will wear his pink snood. A snood is a sort of hammock like you see in Pullman berths, made out of green twine. BILL ELLIS one of the best guides in Tijuana is raising a moustache, and looks like Fu Manchu's brother Adolph Menjou. He's thinking of using GEORGE JACKSON's Hudson for a sight-seeing bus.

You'll always see Janitor FREDDIE SOUTHWELL anxiously scanning the papers. He has two boys serving under McArthur in the Philippines and hasn't heard from them since the war, Let's keep our fingers crossed for him.

Did you know that HAP MILLER had been on the water wagon a week? Add S'prises...A. R. BUTLER yawned, got out of bed and looked out of the window last Sunday, and found his family sitting in a parked car across the street, new arrivals from Texas.

H. E. GRAVES, another on CARL KRUGER's vice squad, smashed his thumb, had DOC MULLINS bandage it, and then smashed it again. And in order to get any action out of B. J. CASTILLO, ex short order cook, you must at least shout "fry two". Just mention women or liquor, and watch "CHIEF" CHRISTIAN pop out of his tepee.

Guess What Dept: GENEVA "DAZZLE-DISH" GRAY used to play short-stop on a girl's semi-pro soft ball team. "WEASEL" EVANS, barely five feet tall, tried three times to join the Navy, but was refused because of his height. Finally he said, "I'm as big as a Jap, ain't I?"

Many of the boys leaving us for the service drop us a line now and then. DON BRAZEE, with the Air Corps says, "Uniforms used to come in two sizes, too large and too small, but now they come too soon." Inspector HICKEY in #5 crib and ANN CARROLL "Snuck" off to Yuma and were married on March 15th. Fooled you didn't they?

J. L. HINCKLEY accidentally knocked a can of white lead off the bench covering R. D. McELDERY from the top of his head to his waist. Do I have to tell you how funny he looked? DICK "DEEP IN THE HEART OF TEXAS" GILLAM has a new car. It
(continued on page 24)



News 'n Views

BY DICK GILLAM

Well, folks, here it is deadline day again and news is as scarce as hen's teeth so I'll just spout off what I have on hand. First, I'd better take back what I said about the weather in the last issue and just let it rain when it wants to. And be like the guy who said he didn't mind the rain as long as he didn't get wet.

Say, how did you like the way DOROTHY KOLBREK started out her column in the last issue? It was quite nobby don't you think? It sort of reminded me of Fibber McGee and Molly--they're quite some characters.

And speaking of characters, have you noticed the way CHRISTY will go out of his way when he sees a snuff box? Well, it's not a long story so I'll tell ya what I heard. Christy had seen the boys at work with their lower lip bulged out and had watched them spit in their own little gaboons so decided to try his luck at it. The next time WAYTE came by, Christy asked for a chew of snuff and Wayte obliged him. The ensuing events will not be disclosed but one can readily see that Christy has seen the light.

By the time this issue is out, CLAYTON RUSH and Alice Johns will have recited vows and become husband and wife. So here's wishing you kids lots of luck and happiness.

The breakfast that was held for the Ryan reporters at the La Jolla Beach and Tennis Club was really something to write home about. The day could not have been better. The club house and surroundings were beautiful and the food and service was fit for a king. So in behalf of Miss Stubblefield, who was with me, I wish to thank the company and Bill Wagner for a perfect day.

BOB DAWES: Marion, I'm mad at you.

Marion: (Bob's best girl) Ah let's not be mad; let's kiss and make up.

Bob Dawes: Well, all right, but I won't make up.

GEORGE BROOKS: Say, Schell, do you drink?

Schell: Naw

Geo. B.: Do you smoke?

Schell: Naw

Geo. B. Do you gamble?

Schell: Naw

Geo. B.: Well, what do you do for fun?

Schell: I trow eggs at da lectric fan.

We haven't heard anything from the riding club yet. If you have any ideas, don't be afraid to tell them or if you want to ask a question, see WES BURROUGHS and I know he'll be only too glad to oblige.

Getting back to the Flying Reporter breakfast, I'll let you in on some of the activities. First off we

watched LARRY GIBSON and BILL WAGNER in a very trying game of tennis. Larry was trying to beat Bill and Bill was trying to play tennis. I believe the latest reports were that Larry was winning. But I know for a fact that Larry gave Bill a tennis racquet with a rubber handle and then hid his glasses.

From the tennis courts we walked through the patio to the swimming pool and from the swimming pool to the lounge and then outside where we could watch the breakers from the Marine breakfast room. Then breakfast was served with a variety of remarks--"Hey! That's my butter," or "Say, can we take these plates home."

After breakfast Bill Wagner introduced everybody and midst applause and cheers they in turn introduced their companion which seemed to make the whole gang more chummy and brought to light many mysteries to me.

SLIM COATS put on a swell show of mimicing "Elenore", F.D.R., Andy Devine and the man at the pin ball machine. MRS. ALDERSON, wife of WIN ALDERSON of machine shop, played the piano and sang, and what I mean it was really swell! With very little coaxing we got DAPPER DAN to whistle. Boy, you could have fooled me with all this hidden talent popping out. SLIM COATS was asked to put on his rope act and after apologizing for a bad finger went out and really put on a professional bit of rope twisting.

Soon everybody started to pick out their various sports--some went to play golf, some to swim, play ping pong or tennis. There's one thing I'm sure of, and that's that everybody had a swell time.

The Drop Hammer shop was well represented at the golf tournament Saturday March 28th at Rancho Santa
(continued on page 24)

SPORTS_____

GOLF

RYAN GOLF TOURNAMENT

On March 1, 1942, the first RYAN Golf Tournament was held, and we were all so very well pleased with the success, turn-out, interest and enthusiasm shown, that we are going to have another big tournament and will continue to have one every month from now on throughout the summer.

Everyone was quite pleased with the many interesting and useful prizes that were given to some of the outstanding Ryan golfers, and we do hope the crowds will continue to get larger and larger--and the enthusiasm greater and greater, as we intend to hand out some eye openers in the way of prizes as time goes on.

Come on folks, keep up the good work, and let's see you out at every meeting.

To give you an idea of the prizes awarded, we list the following for your information:

PRIZES AWARDED - March 1, 1942

Low Gross -	H. Bills	- Trophy
Low Gross -	H. Bills	Trophy
Most Pars -	H. Oakland	3 Golf Balls
Most Birdies -	Wm. Berbusse	Set Head Covers
Longest Drive -	C. Light	3 Golf Balls
(1st Tee)		

Highest Score	- M. Wilder	- Dart Game
1st Blind Boggy	91 - M. Clancy	- Head Covers
2nd Blind Boggy	96 - T. Usler	- 2 Golf Balls
3rd Blind Boggy	101 - F. Finn-Carlson	- 2 Golf Balls
4th Blind Boggy	105 - R. Rieder	- Head Covers

Low Score Each Foresome.

1. M. Clancy	Tie Pin
2. Wm. Berbusse	Tie Pin
3. H. Oakland	Tie Pin
4. P. Petterson	Tie Pin
5. Rudy Riesz	Tie Pin
6. C. Nadeau	Tie Pin
7. B. Bills	Tie Pin
8. C. Carlson	Tie Pin

ATTENTION

HOPEFUL STARS!

Well, it's almost four months now since the Ryan Dramatic League put on their last performance. We're all just about ripe for another. How about it, kids. All you young hopefuls who may secretly, or not, wish for that stardust. Here's your chance.

There's hard work, laughs, a funny feeling in one's tummy the night of the play, and the glorious feeling of something well done, when the appreciative audience's applause indicates the play's end.

Really kids, it's all a great thrill--take it from one who knows, your writer being a member of the aforementioned Ryan Dramatic League.

So, hows about coming out for play practice? You'll all have a say in choosing a play, as we've not decided on one as yet. If you are interested--and once more let me assure you that your interest will be well rewarded--see Janet Rose of Planning Department, or if more convenient, call her at Extension 274 any time between 12:00 and 12:30 p.m.



SPORTS

BOWLING

WINTER BOWLING SEASON ENDS

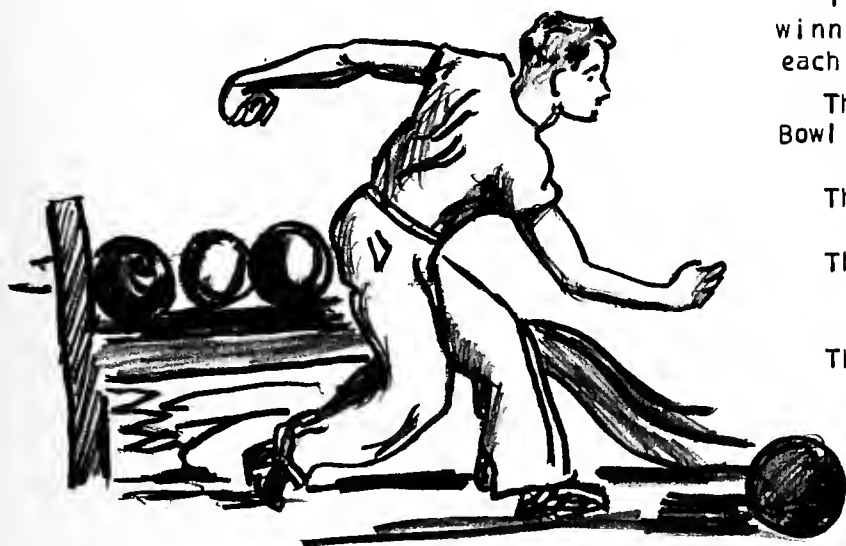
On Monday, March 23, 1942, the Ryan Winter Bowling League completed a very successful season.

The turn out and attendance for this season was far better than last year. The interest and enthusiasm of the players proved that the Ryan employees can really have a lot of fun when they want to.

Through the generosity of the Newman Jewelry Company, 608 West Broadway, San Diego, the following prizes for the past season were awarded at the opening night of the Ryan Summer Bowling League. The prizes are for the winning team and the five men with the highest individual averages for the season.

BOWLING TROPHY SUB ASSEMBLY

1.	\$59.50 - Gruen Curvex Wrist Watch.	Joe Love	176
2.	37.50 - Gruen Veri-Thin Wrist Watch	Herb Simmer	174
3.	17.50 - Remington Triple Head Electric Razor	Eddie Hermon	173
4.	12.50 - Eversharp Skyline Pen and Pencil Set	Denny Miller	170
5.	8.95 - Ronson Lighter and Cigarette Case	Jack Wilkewich	169



SHEET METAL 2ND.CONT.

ahead of a couple of senoritas who were demanding alimony or something.

If you ever see SHORTY SCHAFFER heading your way with a wild look in his eye, be sure and don't stop him or you will have to listen to some of his corny jokes.

And now with apologies to the Ryan poet, here goes--

Alpha, Beta, Delta, Gamma
Hearing sad tale of General Hamma
He telling Emperor Hirohito
He sooner fighting friend Benito.

But Hirohito, having one fine dream
Send Nippon general to Philippine.
All the time he sadly pestered
By MacArthur on Bataan sequestered.

General Hamma say load too much to carry
Now committing Hari Kari.
Oh! Agony! So solly.

Time marches on--see you in the next issue.



The Tower Bowl awarded a trophy to the winning team together with a gold medal to each player.

Thanks to the Newman Jewelry Company, Tower Bowl and congratulations to the prize winners.

The High Team Series went to SUB ASSEMBLY,
----- 2586

The High Individual Game went to
Herman in Sub Assembly- - 260

The five high teams finished as follows:

1. Sub Assembly
2. Line Up
3. Manifold - #4
4. Drop Hammer
5. Manifold - #1.

MAINTENANCE

by pat kelly

Being unable to attend the "Get Together" of the Flying Reporter staff at La Jolla was a keen disappointment to the writer. Perhaps you chaps don't know, but Sunday is the biggest day of the week for Burt's "Black Gang". Much of our maintenance work can't be accomplished unless operation of equipment is halted. Unless absolutely imperative, no shut-down is permitted. Hence all repairs and change-overs are postponed if possible until Sunday. So, while we don't particularly welcome Sunday work, when we consider the rather serious condition of the United Nations' war effort, we change our minds and pitch in. We have a "MacArthur watch" too.

With the editor's permission, the writer wishes to challenge, all in fun, a statement made by DOROTHY KOLBREK of the Fabric Department. After reading her excellent "Humanity" several times and being severely pressed to follow the admirable thought expressed there-in, it may seem presumptuous for a rough-neck to be so bold.

However, she frankly states that men are allowed to chew "So's they'll keep their mouths shut." In rebuttal may we suggest that chawin', like cussin', is not an art expressly reserved to the male of the species. Nor has chawin', in itself, anything to do with keeping shut the mouth of a man. That, possibly, is governed by the freshness of the chew. Size of the chew is immaterial. (Reference, Territory of Oklahoma versus Dixie Lee, Edna Ferber's "Cimarron", page 263.)

We might briefly mention that there are many varieties of eatin' tobacco on the market today. For beginners we recommend Beech Nut. After the novice has mastered the technique of expectoration, he may advance to Mail Pouch and acquire the ability to quickly segregate and dispose of sticks, stones, etc., contained there-in. From that point a vast field is open for selection. Some prefer a dash of licorice, some a bit of molasses, while others will accept nothing but "snoose" which in turn offers further ramifications. When a feller has a chew in his mouth, he need not count to ten. While casting an eager eye for a sawed off carbide can, he has ample time in which to collect his thoughts. The defense rests.

"NO GUN" WAGNER is now the proud owner of a brand new used Chevie. No wonder he gives us a haughty stare because, in addition to his new car, he has completed his apprenticeship in the bull gang and been advanced to automobile mechanic, class H. (Is somebody imper-

sonating me? My name's Wagner too, and I also just acquired a used Chevie.--Editor)

Something rather unique in the way of hydrofluoric shampoo has now been developed by KAIL. While discovered accidentally, it is extremely effective in removing foreign matter from the hair, down to and including the scalp. For particulars, contact ROSS PLUMB.

In a much more serious vein, permit me to quote Kipling:

"You can talk of gin an' beer,
when you're quartered safe out 'ere,
An you're sent to penny fights
an' Aldershot it.

But when it comes to slaughter,
You'll do your work on water,
An' you'll lick the bloomin'
boots of 'im that's got it."

MCCUNE emphatically denounces, and we withdraw (with reservations) the premature announcement of a boarding house operated by himself, et al. As we have said on previous occasions, all statements contained here-in are obtained from sources deemed reliable and we accept no responsibility for their origin or veracity.

On sick report at this writing are JOHNSON and STEWART. Rapid recoveries are wished them. Watch out, or that little bug will get you! It's had "IRON MAN" STARK-WEATHER hanging on the ropes. And FREEBORN got a finger between a couple pieces of pig iron which seemed to increase the sulphuric content of the surrounding atmosphere.

HEULER, tinsmith, wins the first free bond. Congrats!

No, No, A thousand times No! Ah, but yes, 'tis true! Just look and see for yourself, MRS. VIRGINIA CARY
(continued on page 25)



WING TIPS_____

_____ by CHAS ANDERSON_____

Who is "Juice-Key", the inspector? Some one has been calling him up, and EASY NORTH is going nuts.

ZOOK's ol' lady left him (went home for two weeks). He's going to find out if he has 14 friends or maybe he'll be over for dinner more than once.

DICK (can't spell his last name) bought him a house out Pacific Beach way last week.

In spring a young man's thoughts turn to thoughts and stuff. Spring also brings colds, flu, etc. A couple weeks ago I had one of those colds "comin' on", and "Doc" Berry gave me a formula that was so good it should be passed on. Take 1/3 glass of grape fruit juice, add 1/3 hot (not too

hot) water, put in about 1/2 teaspoon of soda (watch out it doesn't fizz all over you), hold your nose and drink it while it's still bubblin'. Maybe this sounds a little silly, but the idea is to get that cold before it gets you so we can build those planes and get the Japs before they have a chance to get us.

AL JUESCHKE, our congenial inspector, claims to be quite an oarsman. However, we have first hand information that he couldn't paddle himself out of a rain barrel.

It seems that he started from the San Diego Rowing Club in a single scull, being coached by someone whom he claimed was a friend of his. About two hours later, this friend came back, but no Jueschke----. He finally arrived safe and sound (though very tired and blowing like a steam engine) with a long tale of a shark, a seal and a Jap "U" boat that wouldn't let him come in to land----. Everything turned out all right, though. (Al waited until dark and escaped. We are sure glad you got back, Al, with only a few blisters on your hands and elsewhere!

ROCKY of stub wing should now be addressed as Mr. John D. Rocky Fiehler since winning quite a sum of money on a crab hunt. He only caught one that we know about, but he says there were others that got away. Anyway we hear he got \$15 for it out of some diving club contest.

NORTH doesn't like "Deep in the Heart of Texas". Asky Harry about it.

J. B. NORRIS got married (Saturday before last). We can't understand why he watches the clock so much in the afternoons lately.

BENNY PARKER is now a Flying Cadet. CHARLIE "WOLF" FLOTO is wolfin' it up in the Navy. And we hear via the grape-vine that BILL CLEVELAND is in the Air Corps.

One of the non-bowlers told me that the rest of the non-bowlers in wing wanted to express their sincere thanks to MINER, ZOOK and CARLTON's teams for placing so well in the league--tsk, tsk, it must have been something he ate.

BUD BERRY looked right at me when he said, "Vultee claims women are 30% more efficient than men. They also have 10 women for 1 man now". Something tells me we better get on our toes, fellows.

BEEBE says he was only watching the trains go by, but we think it was the gals in the fish cannery that had his attention.

After applying several coats of black paint, model trainsman BROWNYER found out Texaco Tank Cars are silver. Tsk, tsk--have patience, my boy.

Lest we forget! Where, oh where have HARRY's wedding cigars gone to.

SLIM'S PICKIN'S cont.

glitters like frosted moonlight, and is painted more colors than Geronimo in a bad mood. C. E. DOLCATER is still wondering why R. R. FARMER has been wearing an asbestos glove on his head for the past two weeks. Ask JACK WILLIAMS.

We just had the pleasure of meeting BILL CORNETT's girl Tanya. A cute little trick direct from gay Paree. When she says, "wiz me," I know why it is that fifty million Frenchmen say, "Oolala," or what ever it is Frenchmen say.

Does anyone know where I can pick up a good used motor cycle?

Chief of Plant Police, ED SCHINDLER, is still confined to his bed at the County Hospital, Room #300. If you are in that neighborhood, drop up and give the Chief a huge hello.

We are glad to hear that HAROLD SCHELL is not leaving us to go on the day shift after all. It was decided that he is doing such a fine job on the second oven that it will not be necessary to replace MORGAN who is leaving us to join the police force. All oven work will be done on the second shift.

W. L. FLINN is getting a scrap book in which to keep his traffic citations. If DON COATES of the Machine Shop moves any farther out in the country, he'll have to rent BILL CORLEY's horse, and do a Paul Revere twice daily.

Didja ever play cards with JOE LOVE? It isn't really gambling, because he removes the element of chance. If he isn't playing, he's draped over your shoulders like an opera cape. W. R. O'BRYAN, the guy who took Opal out and bought her a root beer (the spendthrift), persists in sitting under the only spot in the roof that leaks. Note to BOB HARRIS. Please do not introduce J. C. "SNUFFY" SMITH to strangers as MR. SATCHEL.

The Dope Shop bowling team won two games out of twenty-eight in the last tournament. However, since they've acquired a couple of girl bowlers, PAULINE WILDER and MARY STEBBINS, they've won nine straight games. The other three bowlers who are also on the team are MOSSOP, MATHEWS, and TURNER.

One of my operatives swears this happened at the La Jolla hospital:

JERRY CONNELLY: "One touch of the nurses' hand cooled my fever instantly."

"SLEEPY" HORN: "Yeah, I heard the slap way down the hall."

The girls in the Fabric Department want to know more about DONSTON the guard who has returned from Iceland. He was on guard up there

to protect the North Pole against expeditions of the Metropolitan Museum. He says Hitler won't let his men give him the Nazi salute anymore because it reminds him of how deep the snow is in Russia. The girls want to know if we'll introduce them. Well, as the lightning bug said when he backed into an electric fan, "Delighted, no end."

Just to remind you to "Serve in Silence," permit me to quote from the Scriptures. "Let thy words be few." Eccles. v. 2. (Didn't think I could do it, eh? I know another one too.) "Whatsoever thy hand findeth to do, do it with all thy might." Eccles. ix. 10.

MRS. W. H. SHIELDS: "Wes, there was a piece torn off your check; what did you spend it for?"

Well, they say the meek and the lowly shall inherit the earth. The way the earth is going now, I'd advise the meek and lowly to get a good lawyer and contest the will. It's a wonder that reformers don't get disgusted and let the world go where they think it will.

While dining in a local hash house recently we saw a diner rush up to the manager.

"I've been robbed," he screamed. "While I was getting a cup of coffee someone stole my top coat."

"Take it easy," said the manager. "What kind of top coat did you have?"

"It was a brown coat with raglan sleeves."

"Now that you mention it," mused the manager. "I just saw a guy walk out of here with that very coat."

"Quick," said the customer, "what did he look like?"

"Terrible," replied the manager. "The sleeves were five inches too short for him."

Yesterday we tried to cross Pacific Boulevard during the traffic rush. After several futile attempts we saw DAPPER DAN BURNETT on the other side. We yelled over and asked him how he got on that side of the street. He said he was born on that side.

NEWS 'N VIEWS cont.

Fe. A newcomer at golf, BOB BARTLEY, CHARLEY CARLSON, and ADOLPH BOLGER were there to match wits with that crazy little pill.

A new addition has been made on the Second Shift Emergency Squad, and it's Squad #6 with EGBERT as Squad leader, KEITH WOODS, CONKLIN, and MELLINGER. Squad #6 will act as a patrol, close doors, watch for light leaks, report fires, and assist the other squads in putting incendiary fires out--if and when.

Well, that's enough for now, so I'll close with: REPORT ALL FIRES 333.

ODE TO A TIRE

or

BACK TO SCHOOL, MULE

There was a time not long ago
When people took you for granted,
You'd roll along
In your knobby sarong,
Keeping the Barney Oldfields enchanted.

Then suddenly tyranny breaks loose
And great nations are set afire.
You are in demand
All over the land
And become man's most precious desire.

Now these same people treat you kindly.
They inflate your pneumatic soul.
With effort vicious
They grant your wishes,
That your life may continue to roll.

So, alas, for your years of labor,
So long disregarded---required,
Now you are a rarity
Overcome by popularity,
Your persistence rewarded---admired.

No longer do you end your days
As a swing for little "Jen"
Hanged forever
Doomed to never
Roll the hi-ways and bi-ways again.

The great day of glory is upon you,
You recline in a garage in style,
Internally re-fed
Externally retread
AND SURE TO BLOW AFTER A MILE.'

Ruth Ann Pederson

OVERSPRAY

FROM THE PAINT SHOP

One day as I lay on my Satin Divan
Friend Palmer came running toward me
Saying, Feil we are wanting a man
To go to the Ryanettes' tea.

Mrs. Paul Weland was there at the door
Where the table for tea had been laid.
Said Gene Wilcox to me, "Try one of these--
They're the biscuits the Ryanettes made."

"Just cut one in two," Ernie Moore said to me,
"And splash on the butter for life."
Well, I tried just as faithful as ever could be,
Till the sparks flew off of my knife.

I handed one to a healthy young chap
Who goes by the name of Doug Clark.
He shut down his teeth with a terrible snap,
But all that he got was a spark.

When Bowman said, "I got a ketch in my neck,"
I learned from young Rosy Wade,
That little Doc Brooks had vamped all the cooks
When the Ryanettes' biscuits were made.

I took a few biscuits and started for home,
Neither knowing whether or how
I fractured the skull of young Johnny Schull
And murdered Pete Petersen's cow.

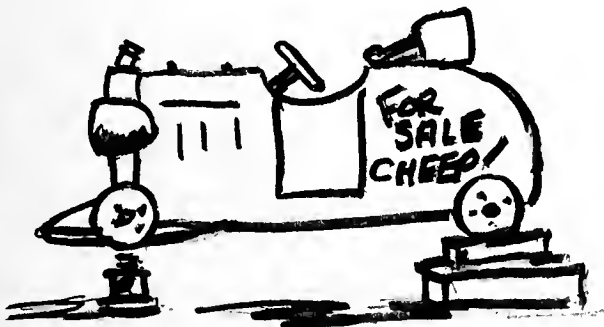
I went to Johnny Roths to tell my sad tale.
He said though the mischief was made
He thought for the best, we had better arrest
The biscuits the Ryanettes made.

Now you can take them to Germany, Russia or France,
Where there are rumors of war it is said,
But I'll bet you the treats, they pave El Cajon streets
With the biscuits the Ryanettes made.

MAINTENANCE CONT.

the charming new assistant in the stock room.
Another new-comer is TOM GILMORE.

And we wish to pay another well deserved
compliment to "GHOST" WEBB who is leaving us
to join the engineers. Webb was an old timer
when the writer appeared on the scene, and he
knows machinery from A to Z. So we lose an-
other damned good man and about all we can do
is say, "So long, "Ghosty", and luck to ya."



FABRIC HIGHLIGHTS

by DOROTHY KOLBREK

Hello there, you-all. Isn't my southern accent wonderful? Won't somebody from Florida please volunteer to work in the Finishing Department? Then we'd have the solid south. Could I be a Republican if I originated in the North? Besides who wants to be a Republican?

I guess someone will have to start a Column I WAS THERE. And say, I'm glad I was there. I mean the La Jolla Beach and Tennis Club last Sunday. Say, folks, we had a swell breakfast--it was a swell place, and I met some perfectly swell people. I think I'm beginning to understand why this magazine is a success--with Bill Wagner at the head of it, and I suspect strongly that clever wife of his has a little to do with his getting ahead. And then there was Slim Coats. He is very versatile, you know. Who ever heard of quoting Shakespeare while they jump through a rope?

GEORGE DUNCAN and his wife sat next to me and my husband. He is very talented. I must remember to ask him if he dreams all those things. Mrs. Duncan is very charming, and I don't doubt that she has trouble keeping George in line 'cause anyone who draws pictures like that must have a powerful imagination.

In all of my varied existence I've never met anyone more genuine than SUE ZINN. She's real folks, she is. Darned smart too, I guess.

When we arrived we found WM. VAN DEN AKKER wandering around on a motorcycle. He was cussing the world in general because he'd been in such a hurry that he'd forgotten to get a cup of coffee. However, he was in tune with the world when he had some ham and eggs under his belt.

WIN and MRS. ALDERSON were there. Mrs. Alderson did some very tricky improvising on the key-board. Incidentally, she sings very well too. I remember "Tom" of the "Tom and Gerry" team very well. She has a very unusual voice--very husky. She's very nice too--but where was Gerry?

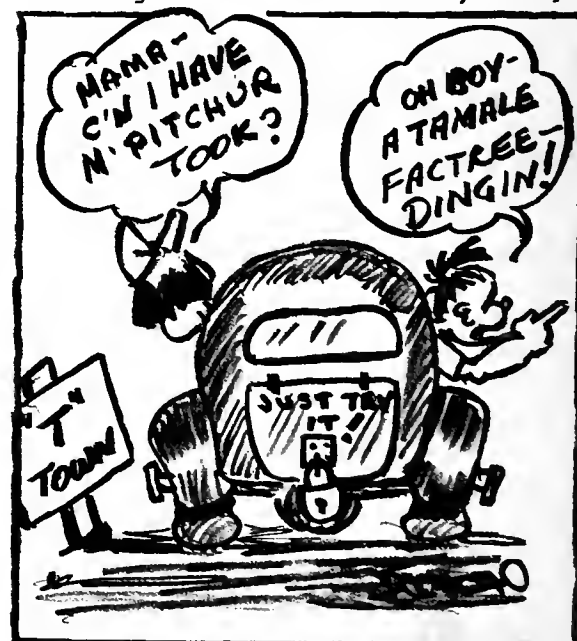
Then there was DAN BURNETT, NOREMAC, DICK GILLAM and so on--all regular fellers. Oh, we mustn't forget LARRY GIBSON. His appetite and my appetite are soul mates, only mine's big enough without exercise. Mrs. Larry is very nice and I'm sure that Junior is too.

Well, Dan Cupid has gone completely off the deep end. I hardly need mention the double wedding that took place two weeks ago. Just for the benefit of those who tuned in late, it was ANN CARROL versus TOM HICKEY and WANNIE EDENFIELD versus LONNIE FRYE. But don't turn the dial, that isn't all. JEAN DE KOVEN is redecorating the house and has a certain sparkle in her eye. Seems as though

there's a certain man from a distant state who has her solemn promise to say "I do". Ah ha! And then there's another marriage that will take place probably in June. But I ain't talkin'.

Say, folks, did you ever go to Tijuana when the races were on. Oh my! We did. Was that a day? Of course we didn't know there were any races. I kept wondering why everyone was trying to get out of the United States. We left home at nine thirty in the morning and we arrived in Tijuana at two thirty in the afternoon. There were only three miles of cars, four deep. We happened to be on the outside line, so we did see the sun shining.

While we were sitting there enjoying the scenery, a couple of fellows came down the avenue on foot, although I'm sure they didn't know they were afoot. They were slightly under the weather and the weather was fine. One of them happened to look up and see me fussing around. He swung his hat and shouted, "Lady



PRODUCTION PLANNING__BY MAYNARD LOVELL

In the last Flying Reporter there was an invitation (or was it a challenge?) in Emil Magdick's column to readers to call upon BYRON GEER and listen to his records. Mack himself did accept said invitation and also took with him a guest. This much I know to be true as I loaned Byron the "Boogie Woogie" records with which to entertain Mack. What the outcome was I have never heard but it might explain why I found this upon my desk this evening -- quote

"News notes of Ryan's Riveters.... EMIL MAGDICK, our Walter Winchell of the night shift, was seen traveling to the La Jolla Beach Club last Sunday dressed in a herring bone sport coat. It is understood that Mac ordered the #2 breakfast, but as yet this has not been verified. And among other things -- why does Mac wear the hat to work? Most people begin their social climb wearing a tie or at least shoes, but Mac starts with a hat. Why?" unquote. Maybe we'll get the answer next week.

Which brings us back to the breakfast at La Jolla last Sunday and a very good breakfast it was. (Maybe Mac's #2 breakfast was meant to read "second" breakfast. If Mac didn't get it, it was his fault -- they served seconds where I sat.) I believe everyone had a good time -- I did -- and enjoyed very much the entertainment provided. My wish is that we may have more get togethers and most hearty thanks to "Bill" Wagner and his staff for their efforts. "Let's keep Ryan's a good place to work" and the "Flying Reporter" the best paper to read.

Production Planning Department has been more or less uneventful this last three weeks. One birthday celebrated is all we can recall in the way of news. Congratulations on your 24th birthday D. D. FIELD. Second Shift Production Planning has grown and now has a second shift in Material Control. Welcome, boys, to the Second Shift.

Can't think of anything more -- will see you next issue.

here's a parking lot risch har. You can park for fifsteeen cents." Was I mad--I picked up the kids' tin horn and threw it at him and yelled back. "What the devil do we want with a parking lot. We've been here for two hours and it hasn't cost us a nickel."

Well, we arrived in Tijuana after we'd stopped at the Border. My husband checked an old notebook that had been handed down from Noah's Ark. By the time we got there, the kids were crying for tamales and pink lemonade which they got, and then they wanted to have their pictures taken on a nice horsey and look in the funny lookin' glass. Well, I finally sneaked away to the car and curled up in the back seat, but I had no more than got settled and the whole family descended on me. "I want to go home, mamma, so you can get some dinner so we can go to the show. Say, that's a dingon show. Can't we hurry up, Mom, cause if we get home from the show early 'nough we can listen to Inner Sanctum Mystery, Boy! That's really dingon!"

Well I've just about run out of gas so I'll ring off.

Before I sign off, though, thanks a million to the Ryan Company for the fine time Sunday, March 22nd. We can show our appreciation by remembering not only Pearl Harbor but also the deadlines.

NUTS, BOLTS AND RIVETS cont.

There had been a big blow over Kansas and a farmer was picked up by the twister and carried several miles across the Nebraska line landing in a farmer's yard. A woman rushed out and prayerfully said, "My dear man, where did you come from?"

He said he had come from Kansas in a cyclone.

"Goodness gracious," said the woman, "The Lord certainly must have been with you in such an experience."

"Well if he was," said the man, "he sure had a hell of a ride."

- o -

A man somewhat under the influence of good cheer tried to pass through a revolving door. Each time he entered he made the complete round and found himself on the outside again. After several unsuccessful attempts, he sat down on the sidewalk to work things out. A moment later a young man walked rapidly up the street and went in. The door went round and a young lady came out. The puzzled man rubbed his brow and muttered, "I don't believe it."

- o -

Consider well the barber,
His lot is hardly fair;
It matters not how hard he tries,
He gets in people's hair.

- o -

THE LIFE OF YOUR TIRES BEGINS AT FORTY.

MANIFOLD EXHAUST cont.

ey, meanwhile, isn't nearly so concerned over the likely loss of his helper as he is about his own financial instability. It seems that Dewey's missus has been coming through with a dollar weekly for him to use for bus fare but lately has decided that Dewey has been bumming rides to and from work and has been depositing the lucre to his credit in some pin ball machine. Now she buys the tickets herself and gives them to him.

FRENCHIE FOUSHEE, leadman on second shift was a visitor with us last week. The consensus of opinion is that he was hanging around to get some pointers on how it really should be done.

Yep, he's gone and done it! Our boss man REX SEATON was seen riding a spanking new bicycle up Goldfinch Street the other day closely followed by Mrs. Seaton in the car. This was no doubt a safety measure in case the bike became totally unmanageable.

"STEVE" STEVENIN swaps cars more often than a woman changes her mind. Everytime he is seen he seems to be driving a different one. It's one way of beating the tire proposition he claims.

MEET ROY CUNNINGHAM cont.

poration where they built Eastman Flying Boats and the first all-metal Lockheed Vega's (twelve for the Army). Roy's position with this company was Assistant to the Factory Superintendent.

In 1929 the stock market decided to alter the lives of quite a number of people and the Aircraft Development Corporation closed. Roy then moved to Akron, Ohio, where he started working on the Goodyear zeppelin. He later transferred to the Planning Department where for one and a half years he assisted with the troublesome statistics of this new field.

In 1932 he left this company and gave his services to the Metalclad Airship Corporation, where they experimented on various types of lighter-than-air craft in regards to testing sections and preliminary designs. In 1933 he moved to Wayne, Michigan, where he accepted a position with Stinson Aircraft Company as Production Manager and Employment Manager. For seven years he was an Influencing factor in the progress of that company.

During 1937 Roy went to night school at Lawrence Institute of Technology, a Michigan college where he gained the equivalent of a year's credit, but again business forced him to discontinue his schooling.

I gave HANK RICKMAN's lunch kit the once over twice the other day but I guess his wife has quit baking gingerbread.

Personally I thought it a swell party the company put on the other Sunday morning for all us "Flying Reporters". I trust that this one was just the first of a series of get-togethers of a swell bunch of folks! The primary purpose of the affair was to enable us to become better acquainted with the other members of the staff. The introductions were ably made by BILL WAGNER. When it got around to me I was as nervous as a new employee who had run out of work. Entertainment was graciously furnished by MRS. ALDERSON who plays a mean piano and SLIM "YOU-TOO-CAN-BE-THE-LIFE-OF-THE-PARTY" COATS who displayed a keen line with his lingo as well as his ropes. This, of course, was augmented by whistling cadenzas by "DAPPER DAN" BURNETT.

All in all it was a cracker-jack of a clam-bake and was, I feel sure, thoroughly enjoyed by all. Speaking for myself, I felt grossly overpaid for the little effort extended in the writing of these columns. So, many thanks again to the company for a wonderful time.

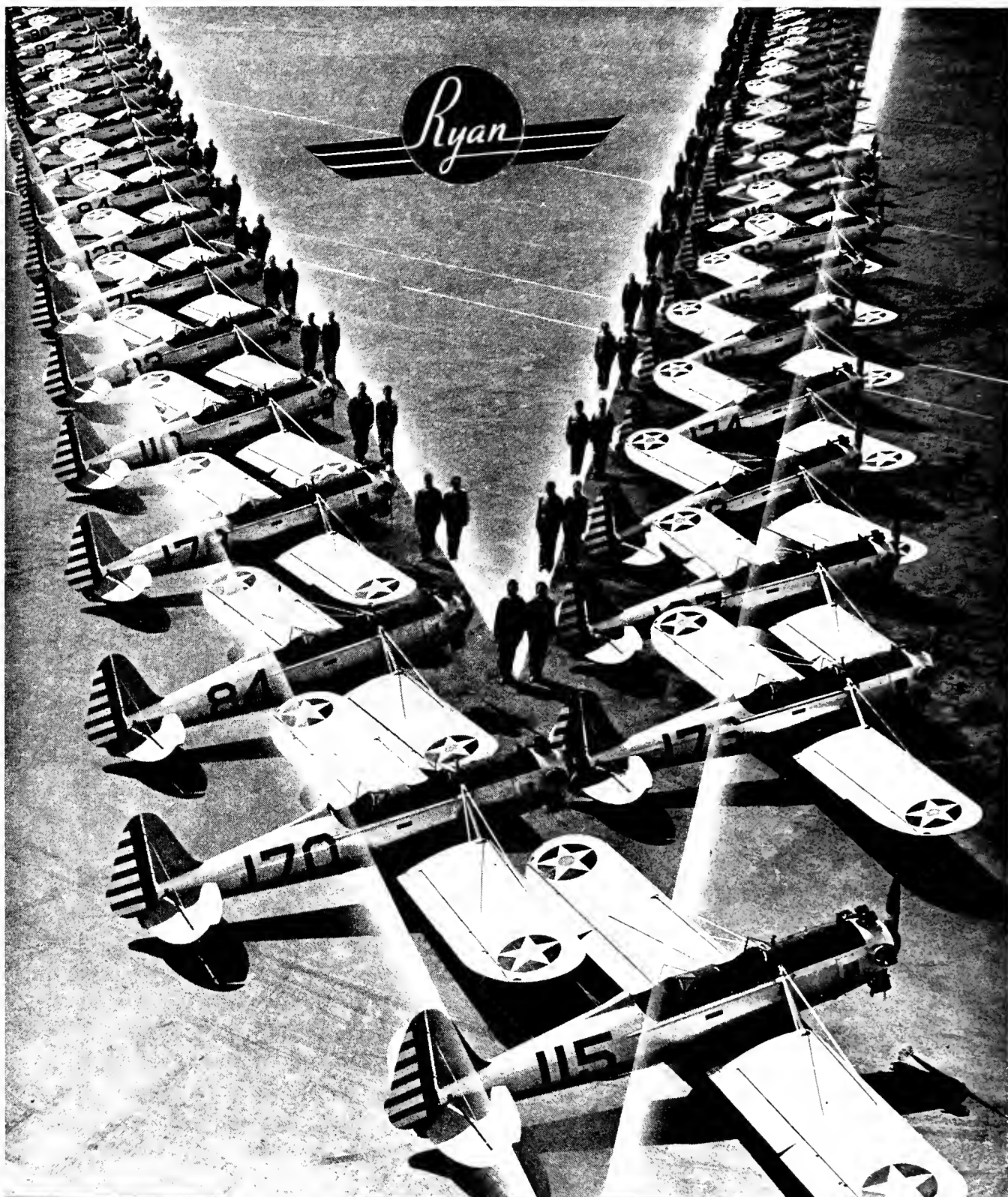
In 1940 Roy Cunningham came to San Diego where he accepted a position with Ryan as Production Manager. That position he now very capably handles. In fact, I noticed that his office was well covered with charts and graphs showing the over-all picture of factory proceedings which he and his crew have worked out for a well organized system.

When I asked Roy how he felt about the future of this company, he said, "The people in the organization are progressive. They are not content to sit back and accept things as they are, but rather are more than willing to advance with the times. With those ideas uppermost in the minds of the people of this organization, we can and will meet all outside competition."

If all parties can see through the surface thoughts of our employees they will find that feeling strongly imbedded in our actions. Don't you think so?

MANIFOLD MILESTONE cont.

Some conception of the significance of the milestone just passed by Ryan in building manifolds can be gained from the fact that the number of aircraft engine exhaust systems thus far produced by Ryan would be sufficient to equip thousands of bombing planes.



Design for Victory

VICTORY for the Democracies is being speeded by the

VOLUME production of Ryan Trainers for the U. S. Army, U. S. Navy and friendly foreign governments and their assignment to

VOLUME operations where Ryan planes are playing an important role in training the world's finest pilots.

Ryan **Flying Reporter**



PUBLISHED BY AND FOR EMPLOYEES
OF *Ryan* THE
RYAN AERONAUTICAL COMPANY

Vol. 3 No. 6

A P R I L

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RYAN FLYING REPORTER

Vol. 3 No. 6

KEEP 'EM FLYING

April 24, 1942

FULL PAY LOADS

You can make a distinct personal contribution to the war effort by helping your company and your fellow workers in successfully carrying out the various projects designed to improve the over-all transportation problem for war workers, particularly the conservation of rubber. You should make it a matter of personal duty to read and study, and ACT UPON the plans being worked out for your benefit, many of which are explained in this issue of Flying Reporter.

Claude Ryan

The axles of Ryan workers' autos, whirling now-precious rubber tires against the wearing surfaces of streets, railroad tracks and open roads, may unwittingly aid the axis unless those axles are carrying a full "pay load" to and from work.

The average number of persons in each car passing the barricade is only slightly over two persons. That isn't half high enough an average.

If tire wear must be undertaken, it should at least be accompanied by full service in employe transportation from that wear and tear on the tires. There are several ways we can assist helpfully in the tire situation, and we should remember stern warnings from Washington that there will be no more new tires for passenger automobiles and take every step to reduce the volume of driving.

Naturally, provision of adequate mass transportation service would have a definitely helpful effect in making it possible for workers to get here without driving or looking for an auto ride. Every possible approach toward getting such service is being prosecuted to the fullest extent by local defense coordinators, and such mass transportation service will be arranged to whatever extent is possible.

In the meantime, why don't we

Check around for three or four, rather than just one, other passengers to ride to work with us?

Encourage the driver hauling us to work to acquire enough additional passengers to fill his car on each trip?

Remember, certifications for recapping are granted only to defense employees' cars carrying "full loads".

Above all, let's carefully control our own auto use, hauling full loads to and from work and encouraging all our fellow employees to be similarly cooperative with each other.

The more complete our cooperation now, the longer all of us will be able to use auto tires instead of shoe leather.

LET'S NOT LET OUR

AXLES AID THE AXIS!





RYAN FLYING REPORTER

Published by Employees of the
RYAN AERONAUTICAL COMPANY
Through their Welfare Department

* * * * *

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Mommy Dear Carl Huchting

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News 'n Views	Dick Gillam
Bob's Bumps	G. "Bob" Harris
The Final News	Claude Nadeau
Wing Tips	Charles Anderson
"X" Marks the Spot	Dan Burnett, Jr.
Maintenance	Pat Kelly
Ryanettes	Tom & Gerry
Facts & Fables	Dorothy Kolbrek
Nuts, Bolts & Rivets	Noremac
Sheet Metal-2nd Shift	E. Magdick
Machine Shop-2nd Shift	Win Alderson and "Pop"

DEADLINE for copy for the next issue of Flying Reporter will be Wednesday, May 6th.

COVER PICTURE

Lieut. General William S. Knudsen, War Department production chief, last week again was a visitor to the Ryan plant, being accompanied on his latest inspection trip by a staff of technical experts headed by Brig. Gen. K. B. Wolfe, chief of the Air Forces' production engineering section

Tommy Hixson's camera caught General Knudsen and Claude Ryan while inspecting the paint shop. In the background are General Wolfe and Eddie Molloy.

You believe that easily which you hope for earnestly.
----Terence

EMPLOYMENT TRAINING OPPORTUNITY

RYAN EMPLOYEES: Does your wife, daughter or sweetheart want to qualify for aircraft engineering work? The Government is sponsoring free training for women draftswomen and needs a full class to begin instruction on May 4th. Show 'em this article if they're interested.

Families and friends of Ryan employees were advised this week that free classes in aircraft engineering drawing will be offered by the University of California through a special defense training program in the drafting room of the Ryan School of Aeronautics beginning May 4.

Open to women and to men adaptable to drafting work, in preference to shop jobs, the classes will qualify graduates for positions in local aircraft concerns, where there is a marked need for trained tracers and detailers in engineering departments, according to Dr. W. P. Berggren, local defense training supervisor.

"This course should be of especial interest to wives and other relatives, as well as friends, of aircraft workers," he said.

The training will be over a 12-week period, requiring approximately 40 hours per week including study time, with possibility that many essentials will be taught in six weeks, leaving the remainder of the course optional.

Interviews with candidates for the course will be arranged with employment representatives of aircraft companies, to make sure that the students meet all other job requirements in event they complete the training successfully.

The first section of this instruction was started by the University of California March 16th at 1600 W. Lewis St., with 30 women and five men enrolled.

"The classes are not being limited to women since we believe that another important source of new labor for the aircraft industry is that group of men threatened with loss of jobs in non-defense activities, or not employable at factory manual labor operations due to physical disability or age," Dr. Berggren asserted.

Information regarding the course may be obtained from Dr. Berggren at the College of Commerce Building, 1023 Fourth Ave., Franklin 0545.

GENERAL KNUDSEN VISITS FACTORY

The greatest production task in American history is being performed successfully by the thousands of men and women in the aviation industry, many of whom are using materials and doing work they had not touched as early as 18 months ago.

This was the heartening message brought to Ryan employees by Lt. Gen. William S. Knudsen, shrewd, plain-talking production chief for the War Department, after his inspection of the factory Monday, April 13th, in company with his staff and guided by Claude Ryan, Eddie Molloy and G. E. Barton.

"The President has set a production goal of 15,000 trainers and 45,000 combat planes for 1942, and we're going to meet it," he said. "Not only that, but the aircraft factories will produce the 125,000 planes asked of them for 1943. Yes, we're on our way, though we have a long way to go!"

The word "bottleneck" as applied to the aircraft industry is an extremely abused term, Gen. Knudsen indicated.

"You have to remember that there are hundreds of firms and thousands of persons who have come in this business during the last 18 months, who are using materials and doing work they had never done before," he asserted. "Taking that in consideration, it's inevitable for some things to be out of balance for a

short time until they can be corrected. But it's the performance of a company over an extended period that we're interested in.

"After so many years in the production game, I think I can tell what's going on inside a factory when I inspect it, and I can assure you that airplane plants are doing all right!"

The mild-mannered former boss of General Motors exhibited a rare sense of humor during his San Diego visit, part of a nation-wide tour of defense centers. "I'm not infallible, you know, and maybe the industry's critics ought to have my job," he chuckled. Then he paid tribute to the phenomenal manner in which San Diego's aircraft industry has grown--"like Topsy"--since his last call here (in July, 1941) and the skill with which staggering problems have been met.

"We've all got only one objective after all," he remarked, "and that is to win the war, the quicker the better. Every day, some place, some Americans are getting killed to protect our homes. The more stuff we get to them, the less will lose their lives.

"In the last war, we all pitched in and somehow came out on top. We can do it again this time! And now, I think, since Pearl Harbor, we're getting the right spirit."

(continued on page 14)

AIRCRAFT MANUFACTURERS ORGANIZE PRODUCTION COUNCIL

Eight major Pacific Coast manufacturers of the warplanes now fighting on every front have announced organization of the Aircraft War Production Council, Inc.

The Council, of which the Ryan Aeronautical Company is a member, will coordinate and extend the established practice of the individual companies in exchanging information and pooling facilities -- which already has made a major contribution to increased production. The object of the Council is to speed the victory of the United States and her allies.

Ryan, Consolidated, Douglas, Lockheed, North American, Northrop, Vega and Vultee -- builders of trainers, bombers, fighters, and troop transports in ever-increasing quantities -- are the member-companies of the Aircraft War Production Council.

The presidents of the companies have made public a telegram to WPB Chairman Donald W. Nelson, offering their joint services, "as a regional planning, coordinating and advisory committee on aircraft production problems to further assist you and the armed services."

In thus volunteering for further service, the aircraft executives advanced another step in their long-established program of interchanging information, plans and procedures in the interests of expanded and coordinated war production. Aircraft manufacturers pioneered the unique industrial practice of pooling individual company facilities, in the interests of greater production of better airplanes for the nation.

RYAN PRODUCTION DRIVE COMMITTEE ORGANIZED

In line with suggestions originating in the office of Donald Nelson, head of the War Production Board, a Production Drive committee, composed of management and labor members, has been organized in the Ryan Aeronautical Company plant and has already held several meetings.

Management representatives on the committee include Harley Rubish, Foreman of the Drop-Hammer Department; Murray Leonard, of Production Planning; and William Wagner, of Public Relations. Labor members of the joint committee are W. J. Salmon, F. M. Bowman and Charles B. Anderson, with Bowman as chairman. Wagner

The movement for cooperative "share expense" use of private automobiles by aircraft workers to conserve their tires and thus preserve their ability to reach their jobs has been given material impetus by the California Railroad Commission.

The Commission has issued a statement which dispelled two misapprehensions widely held among workers and which have impeded materially the cooperative "ride together" movement.

First, the Commission has been informed by the National Bureau of Casualty and Surety Underwriters that at least 85 per cent of automobile insurance now in effect permits insured persons to carry fellow workers between their homes and places of employment without penalty, surcharge or cancellation of coverage.

Second, the Commission announced that it is not a violation of the State Public Utilities Act to carry fellow employees to and from work upon a share expense basis.

The underwriters' bureau has informed the commission that the "carrying persons for a charge" policy exclusion and the premium sur-

is chairman of the management group. Jack Millikan attended the Production Drive organization meeting as a temporary member, his place being taken permanently by Anderson.

The joint committee has been functioning in an advisory capacity on the Transportation Survey which is planned to provide information which will assist in the solution of transportation problems incident to Ryan workers travel to and from work.

The committee is also assisting in the formulation of plans for a revision of the shop suggestion system.

Production charts, bulletin boards, slogan contests and other means of bringing direct to the worker the importance of his place in the armament program are under discussion.

SHARE EXPENSE CAR USE APPROVED

charges formerly required for "carrying fellow employees" have been eliminated from the so-called "standard form" for liability insurance policies.

The Commission advised war workers contemplating share expense transportation to determine if their particular policies fall within this category.

A report has been circulated among war workers that they would be held liable to prosecution as common carriers operating without a certificate from the Railroad Commission if they hauled fellow employees and required them to share the cost. This report is entirely untrue, the Commission announced.

The Commission stated, however, that it would not subscribe to exorbitant charges being exacted by car owners from fellow employees for transporting them to and from work.

LINDBERGH VISIT BRINGS BACK MEMORIES

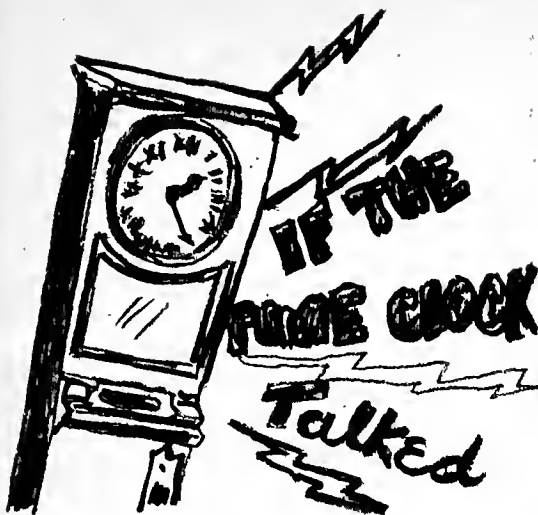
Assignment of Charles A. Lindbergh to Consolidated Aircraft Corp. to observe methods of producing B-24 four-motored bombers has recalled to veteran Ryan employees the hectic 60 days 15 years ago when they helped manufacture the "Spirit of St. Louis" for the Lone Eagle.

It was in San Diego that Lindbergh began the adventure climaxed by his transatlantic flight to Paris in 1927. He placed a rush order for the plane with a predecessor concern to Ryan Aeronautical Co., closely watched the

progress of production, and made the first test flights over San Diego. From here he took off on the first leg of a transcontinental flight en route to Paris.

Ryan "old-timers" who worked on the "Spirit of St. Louis" include Dan Burnett, John Van der Linde, Walter O. Locke and Ed Morrow. Douglas "Wrong Way" Corrigan also was a factory worker employed on the Lindbergh plane. Lindbergh has been hired by the Ford Motor Co. to supervise work at their Willow Run plant in Michigan which will produce B-24 planes and sub-assemblies.

MATERIAL HANDLING



Probably you have heard the old saying, "Don't bite off more than you can chew." That applies to many things, including material handling. One man bit off more than he could chew when he started to roll a metal drum up an incline. If he got it up the incline without any trouble, that would be fine. But if the drum was too heavy and started to roll back on him, he could expect to be hurt. That is just what the drum did; it got out of control and started to roll down hill; he tried to stop it but slipped and fell down and it rolled over him. Had he gotten some help and had he planned the job out before he started it he wouldn't have bitten off more than he could chew.

Where there is work being done there is material being handled. With so much handling going on all the time, there is a good opportunity to make this handling safe and thereby do something to help the department's safety record. On work which is done every day a standard method of handling

the materials can be arranged and followed. If the method is efficient it is usually safe, for when any kind of work is planned out beforehand the unsafe practices are noticed and corrected.

SHEET METAL SHAVINGS

by Paul S. Hoffman

Things in Sheet Metal are going along about the same, only more so.

FRED (What are you doing in my department) HAYNES is learning to play that old tune on the cash register, "This Company Will Soon Be Mine".

Well, fellows, I have figured out what the "L" stands for in L. W. WHITE's name. From now on White will be known as Lorenzo W. White. I warned Lorenzo that if he didn't tell us what his initials stood for we would have to make some up.

At this time I would like to welcome WADE (God's gift to the women) STEINRUCK back to our ranks. We are all glad that Wade made a quick recovery and that he is brightening the place up with his beautiful physique.

It seems as though two of our handsome inspectors, LARRY ANDERSON and PRETTY BOY BRACKEN, are taking up bronc riding as a side line. The other night Larry and his mount had an argument as to whether he was going to ride or not, so the bronc tossed him for it. What about it, Larry, the horse's name wasn't Strawberry Roan was it? Or maybe it was because you fellows tried to drink Bostonia dry.

The Sheet Metal Department has had a new addition lately. It seems as though the Lay-

out Department had to expand into our department.

ONE MOTOR PLEASE WOLFF passed up all his old friends on the parking lot after work but he stops to pick up all the women employees along the way. They sure named him right when they named him Wolff.

Flash...Flash...Flash... LARRY UNSER just got back and looks all broken down and worn out. Where are the cigars, Larry?

It looks as though we are going to replace JACK "SLIM" BURNS on the router. He puts his weight against the pilot and bends the whole machine out of line.

Well, this is all the dope for now.

NOTICE TO FLYING REPORTER CONTRIBUTORS

All copy for Flying Reporter must be type written, printed or written in legible handwriting on the regular copy form which is obtainable from Larry Gibson. So much copy is being received that it is requiring an excessive amount of extra time for the editors to unravel it. In the future, we'll have to refuse copy unless it is submitted as requested. We're sure you'll understand, particularly so since the magazine gets bigger all the time. Thanks.

G

ERMANY

Second of a series of articles by
DOROTHY KOLBREK on the countries
with which we are at war.

What can I say? There has been so much said in so many ways that it is hard to find anything original or new.

The United States declared war on Germany in December of the nineteen hundred and forty-first year of our Lord, for the second time in twenty-five years.

What is this Germany that we are fighting? Is it a race of people? Is it the German race? I think not. Seventy per cent of the so-called Germans have mixed blood in them; that is to say, Danish, English, French, Dutch, Irish, Scotch--in fact all white races. Even Hitler is not a German, but of Austrian parentage. And what of all the other white races? Perhaps fifty per cent of us have German blood in our veins.

The thing that we are fighting amounts to a religion--Nazism--and to those who believe in it, it is a religion that is second to none. They live it, breathe it, sleep it, and will die for it. Why?

We know all too clearly what we are fighting for--for life; for civilization itself; but what in the name of all the Saints are they fighting for?

What in the name of Heaven has happened over there? Have the people been taking a slow poison that has dulled their brain to the point where they no longer can see another's suffering? Have they been progressing mechanically and degenerating spiritually?

Don't they know that no spiritual or moral growth may come out of mental and physical degeneration? Don't they know, as we do, that each individual home is an institution in itself and has sacred rights? No they don't! All is forsaken for the good of the State--the Third Reich. They don't see what unholy consequences will result from their trying to conquer the world. They can't see that they are turning into mechanical robots without sense of value, without the ability to determine right from wrong. What will happen when their master mind, Hitler, meets his well deserved end? He has told them that they are right, that they are saving the world.

When Hitler took over in Germany, the people were in a gullible state of mind, they were ready to believe anything. But, God have mercy on their souls when the day of reckoning comes. This horrible catastrophe they have set into motion will have far more reaching effects than they bargained for. It's like a tiny snow ball set in motion down a steep hill. It keeps gaining momentum until it gets out of control and turns into a gigantic monster that destroys everything that gets in its path.

It's hard to believe that until recent years, Germany was considered a progressive, cultured race. There was gay music and laughter; there were many brilliant scholars, scientists, composers, and the German peasants were happy on the soil. Life was good. It's hard to believe, but very true that all this has been purged on the bloody altar of conquest and War--the red monster that grows fat on human suffering.

Don't they know that they may beat or freeze or starve their enemies, but they can never still the spirit or the soul. That somehow the spirit will hold the body together, only to rise and overthrow the conqueror to regain its rightful heritage.

There must be intelligent people in Germany but their fear must be greater of Hitler and his machine than of their Creator.

All of the little countries that have been swallowed up will someday rise against the Germans who can expect no mercy because they have shown no mercy.

Nazism is most certainly the instigator of this word decline. (Between the beginning and end of Christian Civilization comes a pause in the pages of progress, known as the Nazi's hour.)

We will overcome Nazism because we have the resources and the faith and courage and manpower.

(cont. on page 14)



STAMP IT OUT!

SLIM'S PICKIN'S

BY SLIM COATS

Well, it seems the fish aren't biting yet this morning. They probably aren't awake. And if I had any sense I'd still be in bed myself, but it's always nice and peaceful out here at dawn. The sun is just now peeping over the rim of the world.

The poet Wordsworth once said something about, "From the May-time and the cheerful Dawn." Shelley once wrote, "When I arose and saw the dawn I sighed for thee." Guess it's all right, but it sounds too much like a Valentine.

I like the way Shakespeare expressed it, "Night's candles are burnt out. And Jocund Day stands tip-toe on the misty mountain tops." Brother, that's imagination.

From a stand point of beauty, dawn in the desert and mountain country is the most impressive. But the day breaking over a great city such as New York can be very impressive, too, and more thought provoking than the other dawns. Probably the most gorgeous thing I've ever seen was the sun rise over the Grand Canyon.

Speaking of dawns, I wonder if that cop is still catching DICK GILLAM sleeping in his car back of San Diego High School? This must be the time of day that MYRT WILDER has those nightmares. In every dream he's either killing someone, or being killed in the most fiendish ways. He relates that in the last one he searched frantically for a place to hide the body, as the law was closing in on him. Do you know how he disposed of it? He ate it. This is on the level, ask him yourself.

Remember how JOHNNY VANDER LINDE went around the plant for a while with his neck bandaged? It seems he had a scist cut off. Now his theme song is "My scist and I, but we won't talk about that."

Chief of Plant Police ED SCHINDLER is very seriously ill at Mt. Zion Hospital, 2200 Post Street, San Francisco. What do you say we drop him a line to cheer him up. Will 'ya, huh?

H. E. GRAVES is the proud papa of a seven-pound daughter. Mrs. Graves refused to go to a hospital, probably having read some of my hospital gags. Or am I being too conceited? J. F. JARDINE and J. EDWARD RUPERT took another of their uneventful trips to Los Angeles. A. R. BUTLER says they are comfortably settled at Linda Vista and he and his wife would never go back to Texas. I know how it is; they have some pretty mean sheriffs back there.

I'd like to thank all of the writers for the nice things they said about my roping. I'm always nervous when working with a rope. Two-thirds of our family died on the end of one. I kinda wonder tho' what DOT KOLBREK means about cowboys quoting Shakespeare. Golly, Dot, some of us can read a little, even if we do have to spell out the big words.

BOB FULLERTON just gave his girl a ring that sparkles like the lights on a jack-pot on a pin-

ball machine. Ever see LYNN HARRINGTON when he's dressed up? He looks like "Madcap Maxie" Baer. COMMANDER BILLINGS used to umpire a lot of baseball games, but his wife made him quit after the fans had thrown so many pop bottles at him that he had to get his hair cut by a glass blower.

DAPPER DAN BURNETT must be worried about that new job he's building. The other night Mrs. Burnett said, "Stop pacing the floor." But Dan asserted himself, and shouted back, "I'll pace the floor if I want to." "All right," stormed Mrs. Burnett, "but get out of bed."

"LOGIE" BENNETT has a new crew of inspectors working with us now, consisting of "COL" CANFIELD, PETE BUSH, "MAC" McMAHON, and HOMER S. PUGH of Strawberry Point, Iowa.

G. M. JACKSON, GEORGE MCCALL, and J. R. LUNCEFORD have gone back to Tennessee. Reminds me of that old song, "Three Shiftless Skunks are we, from the Hills of Tennessee."

BILL WAGNER was showing me his new Victory Garden the other day. It looks like a back lot with a hair cut. "First," he explained, "you plant it, and then you step back and wait." It is watered by the rains, warmed by the sun, and you can also help a little by fanning with your hat. He is not going in for fancy stuff like rutabagas, artichokes, broccoli and endives. The rabbits seem perfectly contented with cabbage. I don't see why he should mark the names on the little sticks. The Japanese beetles will soon be marching four abreast and why should he aid and abet the enemy.

The current "lunch hour" topic seems to have switched from baseball to rubber tires. I see where one fellow has a set of tires made out of wood. That will be good news for termites. Now the ants will not only go to all your picnics, but will chase you down the road. (continued on page 8)

About

TIRES AND TRANSPORTA

Sure, the tire and transportation situation is tough, but there are some things we can do about it!

The company can and will assist in certifying to the rationing board for tire retreading those employees whose tire need is established and who are carrying other Ryan workers to and from the plant.

Employees can and will assist by making every effort to "pool" rides with other Ryan workers, so that cars to and from the plant will carry maximum loads. And to help in arranging for "pooling" of rides the personnel department is setting up a plan for an exchange of information between "riders" and "drivers".

One interesting figure obtained as the result of a survey made by a Los Angeles aircraft factory was that only 18% of the available passenger seats (in addition to driver) were being used. This situation is practically criminal at a time when rubber is so vitally needed!

Now, here are the details:

During the past week all employees, from the oldest "front office" executives to the newest shop workers have been asked to fill out a TRANSPORTATION SURVEY questionnaire to assist the Personnel Department in helping meet your transportation problems.

Most important feature of the survey form was the "Section" number, obtained from the accompanying map, which makes it possible for the Personnel office to compile lists of employees living in the same general residential district of the city.

Then, by means of the coupon at the bottom of the opposite page, employees wanting rides and drivers wanting passengers, can be put in touch with each other so that fewer cars, carrying fuller loads of defense workers, will be coming to the plant. This will conserve gas-

oline as well as rubber and relieve traffic jams. Here is a project on which everyone can and must cooperate fully for the benefit of all!

New tires are not available, but tire rationing boards are authorized to certify for retreading the tires of those defense workers who carry full passenger loads to and from work in their cars and meet certain other basic requirements. A full car is an essential qualification for certification for retreads, so let's double up. Special consideration will be given sedans as against roadsters and coupes because of the larger passenger loads.

It is vital to the war effort, and is the concern of the company and local rationing officials to assist in getting you transportation to work. No one is interested in tires as such, but only insofar as they can be the medium of providing needed transportation to war industries.

Employees carrying full passenger loads who feel their request for tire recapping is justified by the present condition of the casings should contact the Personnel Department which is setting up the necessary routine to handle transportation problems.

After the necessary forms have been completed it will be necessary for the tires on the car to be inspected by a Tire Inspector who receives his authority from the local tire rationing board. John W. Wallace, one of our own employees, is being certified as official tire inspector for the cars of Ryan employees.

If the tire inspector's report shows that tires are required, and Personnel Department records indicate that the car in question is carrying full loads and that transportation by public carrier is impractical, then the

SLIM'S PICKIN'S continued

"The congressmen were thrilled by Churchill's speech," says a news dispatch. "Thrilled" is a word used so much by females that it has become practically feminine. The ladies are always saying, "Wasn't it thrilling?"

"Weren't you thrilled?" "It was too, too thrilling," etc. It might therefore have been better to say, "The congressmen were impressed by CHURCHILL's speech." All right, if you want to argue the point go ahead. But my mind is made up.

TION

company is permitted to certify your case to the tire rationing board with the recommendation that you be allowed to have the tires in question retreaded.

This is the only method by which defense workers can obtain retreads. It is hoped that Ryan employees will realize that the company is not being arbitrary in setting up these strict requirements, but rather that it is complying with government regulations governing the certification by the company of employee tire needs.

One factor which the tire rationing board takes into consideration in its retreading certification is the distance the automobile driver lives from public transportation. The personnel department will be able to answer questions on this matter rather specifically at the time you fill out the necessary forms.

A further step being taken in the Transportation Survey is to determine how many employees could and would, if necessary, (considering the route to be traveled) use bicycles for transportation to and from work.

If it is determined that a considerable number of workers can use bicycles for transportation, the company hopes to be able, by using its priority rating, to purchase a considerable number of bicycles for resale, at cost, to employees. When the results of the survey are compiled, further announcement will be made in Flying Reporter.

Everyone concerned is interested in getting help on tires for the essential man who should have them.



(Adapted from Beechcraft Employees Magazine)

Yehudj, as we all know, is "the little man who wasn't there." Until last December 7th he was rather hard to recognize--but not so today. Whenever we see a car going to or from the Ryan plant with one or more empty seats, we see Yehudi riding to glory. Now we know who Yehudi really is. He is "the invisible Axis Agent," not a gag. Yes, empty seats do give comfort--to the enemy.

The coupon below is your means, Mr. Rider-Driver, of making sure that Yehudi isn't "riding high" in the empty seats in Ryan cars. Fill it out and send it in...TODAY!

"RIDER-DRIVER" COUPON

☐

I want a Ride

☐

I Want Passengers

(Check one of above)

Name of Employee _____ Dept. _____ Badge _____

Address _____ Home Phone _____

Shift _____ Section of City (taken from transportation survey map) SECTION

DRIVERS ONLY FILL OUT SPACES BELOW

Number of Passengers Wanted: _____ Men _____ Women

Rate Charged Per Week _____ Route followed to factory: _____

TURN THIS COUPON IN TO PERSONNEL DEPARTMENT

The Ryan Airlines

In the course of our search for historical information on the Ryan organization, we came across an old issue of Aero Digest,-- August, 1926--which contained this very interesting article by a former member of Ryan Airlines, Inc.



Not speed, not sensational performance, but the steady grind of daily operation, the hourly pound, pound, pound of motors operating on schedule between terminals, the logbook that reads in hundreds of hours and thousands of miles determines the type of commercial airplane today.

Just as the race track is the laboratory of the automobile industry so are the scheduled airplanes criterions upon which to evaluate true worth of flying equipment.

Ryan Airlines have no hundred thousand feet of factory floor space to indicate their rather rapid progress; they have an idea and that idea is being developed and perfected in a laboratory 126 miles long with a variety of atmospheric conditions. The floor space of the factory is in the process, it will materialize very quickly.

Two years ago, so-called experts predicted that an airline between Los Angeles and San Diego could not succeed. There was not enough travel and Hisso Standards and OX5 Jennies would not make the grade.

On March 1, 1925, the Los Angeles-San Diego Airline was inaugurated and conducted on daily schedule as an experiment. The equipment consisted of Hisso cabin Standards and Jennies. Behind the project were three men with an idea. The experiment was a success.

Conducting the two terminals of the airline as local flying companies and keeping enough spare planes on hand to keep the daily airline in operation, sufficient capital was amassed to experiment in the manufacture of new planes. The needs of this particular airline and the adjoining flying fields were taken into consideration and plans were drawn up for a practical small commercial plane of rather unusual

economy. The first crude drawings pictured an externally braced monoplane with the wing flush with the top longerons and doors in the side like an automobile.

Ryan M-1 number 1 was immediately delivered to Pacific Air Transport to be used as a survey plane routing the air mail airway between Los Angeles and Seattle. This plane was equipped with a Wright "Whirlwind" motor and it created a sensation at every airport visited. Flying records were broken between air mail stops and the plane with the same motor was in the air nearly 250 hours during the first sixty days.

The second Ryan M-1 was equipped with an OX-5, then a Hispano-Suiza and Super-Rhone during which time extensive performance tests were conducted. After the figures on the performance were established a Wright "Whirlwind" motor was put in and the plane distinguished itself when pilot Lee Schoenhair made a 1,050 mile non-stop flight from Portland to Los Angeles in eight hours and fifty minutes.

The third plane carried the first pictures of the flight of the "Norge" over the pole to the Pacific Coast cities.

When the news was broadcast over the nation that the evangelist Aimee McPherson had been found in Douglas, Arizona, a Ryan monoplane was the first airplane to arrive at the scene from the outside world. Claude Ryan, flying the trip at night over the desert and through mountain passes, negotiated the 450-mile trip back to Los Angeles with the first pictures, scoring a complete scoop. A Ryan monoplane owned by Pacific Air Transport carried the pictures on to San Francisco.

Unusual among the accomplishments of commercial aircraft was the photographic flight of H. A. Erickson, former U. S. Air Service photographer. Pilots Barrows and Erickson took off from the San Diego field in a Ryan monoplane at 10:30 in the morning, flew 250 miles down to the delta of the Colorado river, took 20 photographs, ate lunch and returned to San Diego without landing. Some of the ground, or rather swamp, photographed by Mr. Erickson was inaccessible by either boat or on foot. (Some of the pictures in the historical picture series on Pages 12 and 13 were taken by Mr. Erickson--Editor.)

The history of Ryan Airlines has been one solely of achievement; there has been no endowment fund, paid-in capital on stocks, donations or heavy financial backing. The company has made its way financially by grasping opportunities.

The men behind this organization, T. C. Ryan, president and general manager; B. F. Mahoney, vice-president and treasurer, and J. B. Alexander, factory sales manager, have visualized in their own minds the future of this great industry.

How well this visualization may become realized can best be illustrated by considering the sales record of the Ryan Aircraft Co. During the four months after the Ryan M-1 monoplane had been introduced, definite orders stating date of delivery have been ten airplanes per month!

* * * * *

Through the courtesy of the Ryan Airlines, Inc. I passed as pleasant a holiday as it ever has been my good luck to enjoy on the regular daily trip of the Ryan Airline from Los Angeles to San Diego and return.

At exactly 10:10 on the morning of July 5th, the signal was given and number 8, the four-passenger and pilot, cabin job, Ryan M-1, took off from the airport on Mesa Drive, piloted by Wentworth Goss, one of Ryan's best pilots. With me in the front seat was J. B. Alexander, sales manager for the Ryan company, and the two rear seats of the cabin were occupied by a couple starting on their honeymoon.

About half way between Long Beach and Naples we reached the ocean, which we flew over for miles and miles, parallel with the beach about one-half mile off shore, passing Seal Beach, Huntington Beach, Newport Beach and Balboa. A few miles further south came Laguna and we circled over the town while Mr. Alexander dropped a message in a weighted cone to his wife who was spending the week-end at one of the camps.

At San Juan Capistrano we ran into a thick fog bank. The pilot, with his usual caution, turned back for a few miles and flew around the fog, bringing us further off shore for a time. For quite a distance we paralleled the San Diego-Los Angeles coast route highway--a beautiful sight. We passed Oceanside, Carlsbad, Cardiff, the beautiful La Jolla and the scenic Torrey Pine Grade. Then a short circle around San Diego, the Naval Base, and down into the large, smooth landing field of the Ryan Airlines, Inc., arriving there at exactly 11:40--a flat ninety minutes from Los Angeles.

On alighting from the plane we were received by Claude Ryan, who took us on a trip of inspection through the plant where the M-1 monoplanes are constructed. He informed us that they are now turning out a finished ship every week. They have delivered five of the M-1 monoplanes to the Pacific Air Transport Corp., who have the contract for the Seattle-Los Angeles mail route, and their contract calls for the delivery of four more within the next thirty days. We saw these four under different stages of construction.

* * * * *

My share of the work of the world may be limited, but the fact that it is work makes it precious. Darwin could work only half an hour at a time; yet in many diligent half-hours he laid anew the foundations of philosophy.

Green, the historian, tells us that the world is moved not only by the mighty shoves of the heroes, but also by the aggregate of the tiny pushes of each honest worker.

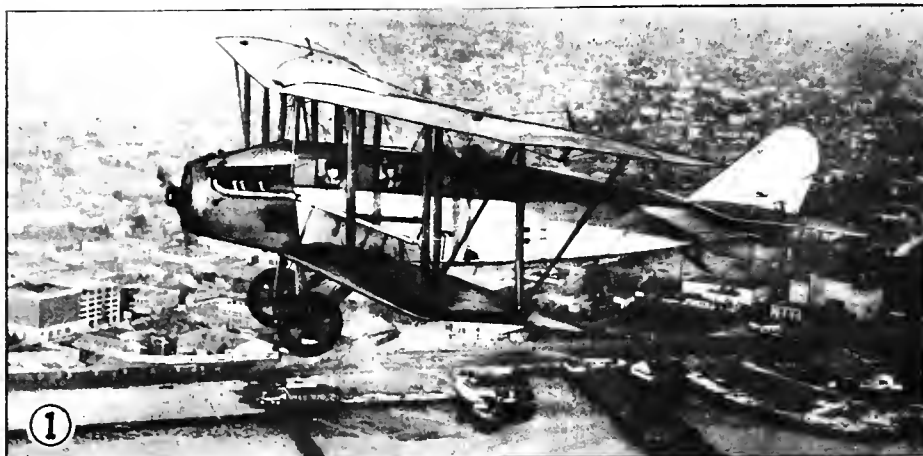
----Helen Keller



1925



TWO DECADES OF



"Travel by Air".... When Ryan first inaugurated the "Los Angeles-San Diego Air Line" service, the planes used were the Ryan-Standard cabin planes (1) which Claude and his mechanics had redesigned and rebuilt out of the wartime two-place open cockpit Standard planes bought from the government. Their sales literature (2) urged the public to "Travel by Air" with special emphasis on the speed, convenience, safety and pleasure of air travel.

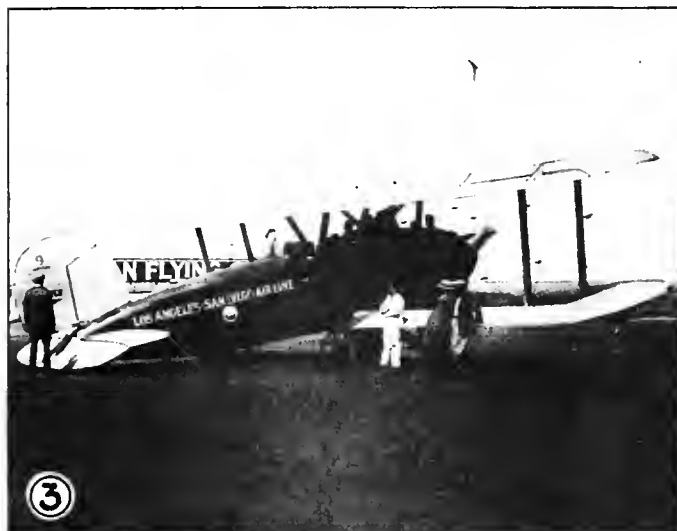
Early in 1925 the first Cloudster plane built by Donald Douglas was purchased by Ryan for the airline (3). The ship then had three open cockpits, two capable of holding three people, while the pilot's cockpit held two more passengers. The plane was rebuilt in Ryan's shops as a cabin plane to accommodate ten passengers, with a cockpit forward for pilot and mechanic or co-pilot. Number (4) shows left to right, Ed Morrow, Dan Burnett and John Van der Linde after they had finished converting the Cloudster into a cabin-type plane.

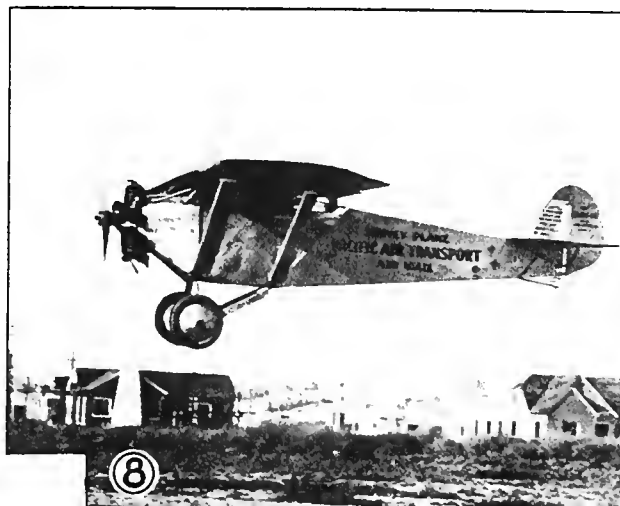
The converted Cloudster was one of the first modern-type passenger airliners in this country and had passenger space (5) nearly as commodious as the much later Boeing 247 airliner.

Picture on opposite page (6) shows the Ryan "flight line" as of 1926 with the Ryan-Standards and the Cloudster on the line. This was located adjacent to Barnett Avenue on the area now known as Speer Airport.

A marked improvement can be seen in the loading facilities as shown in the modernized Cloudster (7) as compared with the open cabin style (3) before it was redesigned in the Ryan shops. Note the modern-type ramp in use with the cabin plane.

In 1926 Ryan saw the need for a medium-weight airplane of greater speed and carrying capacity than the DeHaviland biplanes which were being used by the Post Office for the airmail service. Knowing that the mail would soon be turned over to private contractors and that there would be a demand for suitable aircraft, the Ryan organization designed and built the Ryan M-1 plane, a high-wing monoplane capable of carrying an 800 pound load and cruising at 115 miles an hour.



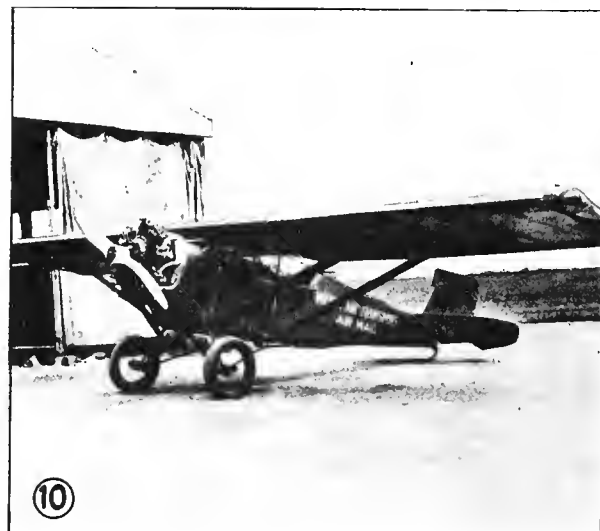


Pioneers of Pacific Coast Airway....

When Vern C. Gorst was awarded the Pacific Coast night airmail contract, he came to San Diego to look over the Ryan planes as possible mail carriers, at the same time taking flying instruction. Gorst wanted to be certain that the M-1 was the most suitable plane for the night airmail run and accordingly contracted with Ryan to equip one of the planes with a Wright J-4 Whirlwind engine instead of the Hispano-Suiza which had been previously used. The first plane was then to be tested on the Los Angeles-Seattle survey run (8) by Claude Ryan to prove the ship's superiority over other planes. Carrying an 800 pound cargo and flying most of the way at 10,000 feet, Ryan proceeded to Seattle, with Gorst as passenger, breaking many intercity speed records along the way. So successful was the trip that the plane, which incidentally was the very first M-1 built by Ryan, became the first plane operated by Pacific Air Transport. Picture (9) is a close-up of the survey ship.

So much publicity was given the speedy new Ryan plane that some of the Army boys at the Vancouver, Washington, airport, doubting Ryan's performance claims, proposed a match race between the new M-1 and a special Army D-H to be flown by Lieut. Oakley Kelly, at that time the Army's ace pilot because of his first non-stop flight across the country.

Claude Ryan soon found to his surprise that on the appointed Sunday a large crowd had turned out and that a considerable wager had been placed on the outcome of the race. The M-1 came through to win the race rather handily, much to the embarrassment of at least one Army General. After that, selling the Ryan planes was a bit easier and during the first year of production 23 planes were sold, including seven for Pacific Air Transport (10). During the early days of Pacific Air Transport, Ryan pilots flew many of their first flights which pioneered the important San Diego-Los Angeles-San Francisco-Seattle airway now operated by United Air Lines.



Speaking of Citizenship

Speaking of Americanism and the duties of citizenship in general:

I know a fellow living in Pacific Beach who never goes to the polls, belongs to no party and has no interest in either civic or national affairs.

He doesn't care whether or not the country is controlled by Democrats, Republicans or Communists.

He never pays any bills. He never mows his lawn or paints his house. The trash and garbage about his house could be uncollected for weeks and he'd never do a thing about it.

He never opens a book or reads a newspaper and radio bores him. He has been seen to fall asleep during a Roosevelt broadcast.

He lives openly with a woman not his wife and doesn't give a hoot what the neighbors say. She also feeds and clothes him without a word of thanks or appreciation.

He drinks more than he should and his table manners are atrocious. He spits and slobbers down his front. Belches openly without regard for the feelings of others. His other personal habits are open to question.

He never goes near a barber shop. He never bathes voluntarily. He never combs his hair or brushes his teeth.

He has never done an honest day's work in his life and has neither morals nor scruples. Never attends church and has never given a cent to charity.

He is self-willed and stubborn and complains loudly if things go wrong. It's impossible to argue with him. He doesn't care if it rains or not.

Who is this unconventional citizen? Al Kwasigroch's adorable new baby son.

(Adapted from a Fletcher Wiley Broadcast)

GENERAL KNUDSEN VISITS RYAN cont.

An encouraging sign of the unity on the home front battle of all-out production, Knudsen said, is the fact that the rate of factory output has gone up every month since the attack on Pearl Harbor.

"As for schedules," he commented, "there no longer are any such things. We want to get everything we can, and as fast as we can. How many planes will we have to produce? The answer is enough to beat Hitler and Hirohito."

The government is vigorously meeting the problem of maintaining a flow of parts from sub-contractors to the big plants in order to avoid interruption of production, Knudsen disclosed. The Truman U.S. Senate investigating committee and the Kenny State Senate committee recently attributed such interruptions in large part to failure of parts concerns to keep pace with the prime contractors.

The flow of parts also governs efficiency of the assembly line, which in itself is "not a device for speeding up production", Knudsen asserted, "since the assembly line is merely a system to take the burden from the individual by bringing the work to him, the flow of materials to the line determines its efficiency."

Women came in for a large share of Knudsen's praise. He said that the manner in which they have adjusted themselves to defense production has been a "godsend".

"Their work has been a revelation to me, especially in jobs where deftness and delicacy of touch are required," he declared.

Among the officers in Gen. Knudsen's party was Brig. Gen. K. B. Wolfe, in charge of the production engineering section at Wright Field, Dayton, O., who two years ago at Lindbergh Field observed first test flights of the Ryan YO-51, the steep-climbing, hovering "Dragonfly", a type admirably suited to message-running and observation for the purpose of coordinating troop movements in battle.

Tall, gray-haired Knudsen, who as a civilian was known for his informality of dress as well as his homey conduct, was attired in army uniform bearing the three stars of his rank during his Ryan inspection tour.

GERMANY CONT.

When the Wright brothers built the airplane, they built it with the idea of furthering human progress. But man has turned almost all instruments of progress into instruments of destruction.

Right will always win over might, but in this great human drama we have the might as

well as the right, and we will win because it has been ordained that way. So life will go on in spite of Nazism and the doctrine of hate and corruption.

Perhaps after all is over, there will no longer be several religions but only one which says, "Do unto others as you would have them do unto you."

Meet GARY ADAMS

BY BOB CLOSE

For an organization to obtain the best results, the function of each department must be a connecting link within the chain of smooth flowing production. A personnel department offers "Department and Employee Service" as its link. In other words, employees should feel free to use this "Service" when a problem arises in their minds.

To "Keep Ryan A Good Place To Work" requires confidence not only from management toward the employee but from the employee toward management so that a solution to mutual problems will be reached which will be agreeable to all.

The personnel department not only welcomes these problems but strives to solve them. Our Personnel Manager, Gary O. Adams, invites all employees to make use of this "Service" and for this service to get the best results, it is necessary that the employee place confidence in the ability of the department to help in solving personal problems. After all, it's easier to work when one has a particular problem solved to one's satisfaction.

"Gary", as he is known to all, has the knack of drawing out your hidden problems. This knack of understanding is quite the result of his training and associations with human nature. In fact, he has burned many hours of midnight oil for five years at the cost of two hours a night to attain a degree in law, and that should definitely give one a well founded background. He was admitted to practice in 1938 and still holds an inactive membership with the Michigan State Bar.

Now for a few mild statistics. Gary was born in Ann Arbor, Michigan in 1912. His early education was at Jackson High School in Jackson, Michigan, and he attended Junior College for two years. His appreciation of music dates back to those days when he played the saxophone and clarinet and, with a partner, had his own band. They played for the sorority and fraternity dances at the University of Michigan and Michigan State. During the summers Gary attended business college.

After his schooling he broke family ties and moved to Detroit where he was connected with a construction company. Later he was private secretary to the head of the patent



department of "Wilcox Rich", a firm which manufactures sodium-cooled aircraft valves. All during this time his evenings were well taken care of by attending law school at the Detroit College of Law.

In 1934 he was in the Purchasing Department of the McAleer Company, and a year later he acquired a partner, a very charming young lady he had known since the tenth grade in school.

Soon after their marriage he joined the Purchasing Department of the Stinson Aircraft Company. In 1938 he became Purchasing Agent for them and had charge of buying parts and ordering materials for the "105", or the "Voyager" as it is now known, a dual control cabin airplane carrying three passengers. In 1935 Stinson was also building a tri-motor transport known as the Model A which was used as a plane on feeder lines in short hops from the main airways to various cities such as from Chicago to Detroit. These planes were later sold to Australia and other countries.

(continued on page 22)

RYAN GOLF TOURNAMENT - MARCH 30, 1942



The prize winners of the second Ryan Golf Tournament held at Rancho Santa Fe March 30, 1942, are as follows:

Low Gross	(84)	..	Fred Ford - Buddy Travel Kit
2nd Low Gross	(85)	..	Frank Finn - 3 Golf Balls
Most Pars	(6)	..	Bills and Usler - 2 Golf Balls
Blind Bogies		..	Peterson, D. Light, Carlson, Bartley, Adams, Haver, Morowski - Sport Shirts

Blind Bogies		..	Betty Phillips - 2 Golf Balls
			Hutchison and
			Bob Close - 1 Golf Ball

We had a good crowd for this last tournament and everyone had a peck of fun, especially those who played an extra nine (9) holes not to mention good old "Nineteenth".

Roy Cunningham carried away the high score honors single handed. If you ask him when he is in a good mood he might tell you his score.

Sunday, April 26, 1942, is the date set for our next tournament. Place: Rancho Santa Fe
Time: 8:00 a.m.

We hereby extend a special invitation to the Ryanettes and the Ryan wives to come out and enjoy a day of golf. There will be plenty of prizes and good ones too.

DON'T FORGET -- SUNDAY, APRIL 26 - 8:00 A.M. - RANCHO SANTA FE.

FACTS AND FABLES

Howdy, folks. It's just your pest of the paint with particular points on previous prevarications. Quite soon I might get to be known as the roving Reporter, if you get what I mean.

Well, I had the best of intentions in trying to get all the new women's names, but I've fallen down helplessly on the job. There are just too many so all that I can say, in behalf of all the rest of us, is we welcome you and hope that you will like us and sometime maybe if you might have a wee bit of news, could you slip it to yours truly?

The men have been admirable in their treatment of the weaker sex. I just wonder if we would have the patience with them that they do with us. That is, if positions were reversed, I'm terribly afraid that we would not be so gracious.

PAT KELLY, you amaze me. How you could make a filibuster out of a chew of snooze, is not what was expected, but I humbly apologize for not realizing the artistic skill that must

FROM FINISHING by Dorothy Kolbrek

be attained. Tell me, do you have tournaments to ascertain the most skillful of the skilled? I do solemnly promise that I shall never compete in your personal field of endeavor. Now, am I forgiven?

What certain southern gentleman prefers the Arms of Morpheus (sleep) to the Heart of Texas? Also what red-cheeked individual with artistic ability who stands on his hind legs and howls, who eats dog biscuits instead of breakfast food---ah ha, I think you know who I mean.

It seems as though Los Angeles has got something we haven't got with EDITH COLLIER and IRENE HOPKINS week-ending there almost every week. Incidentally, Irene works at Ryan in Receiving Inspection.

Once upon a time there was a big group of us working in Fabric, but oh dear, that was a long, long time ago and now we're spread out
(continued on page 30)

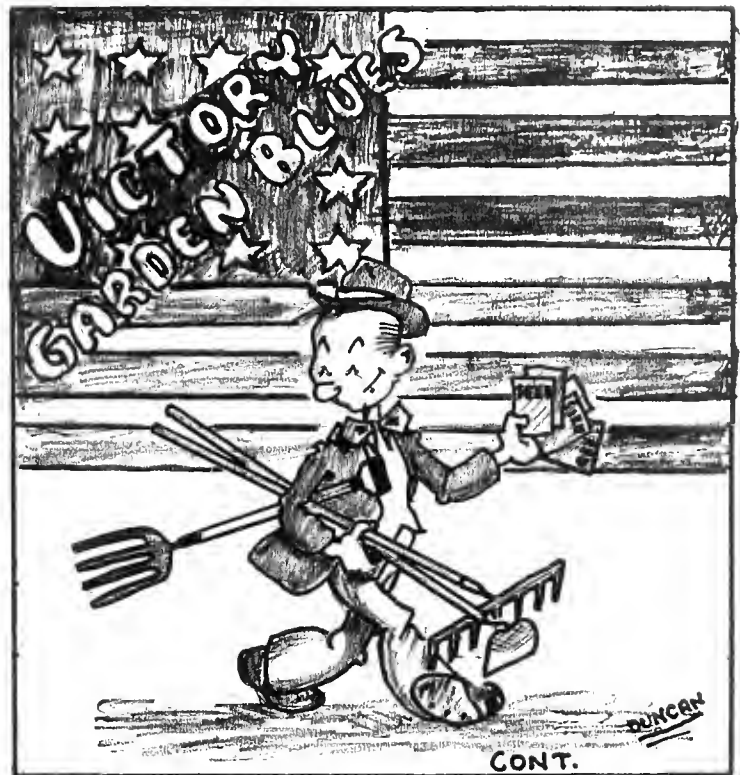
MAINTENANCE

BY PAT KELLY

JACK GINN, member of the bull gang, is now in the service of his country. A cheerful, willing worker whom the gang will miss. We hardly had time to clasp his hand and say a cheering word. It's kinda funny, and sad too, that we never seem to appreciate a feller until he is gone.

Well, JIM RYAN, we finally got something on you. And I do mean you. Just goes to prove that no matter how clever a chap may be, he eventually wobbles off his plotted course. Now Jim was caught standing in front of a mirror with his eyes closed! He remained in that position several seconds before becoming aware that he was under observation. Then he calmly turned and nonchalantly stared at the intruder. Could Jim have been emulating Robert Burns who asked that he might be given the power to see himself as others saw him? Be that as it may, when asked what he was doing, Jim broke, grinned sheepishly and answered, "Er--well---hmmm --I just wanted to see what I looked like when I was asleep." Okay, boys, "geeve eet to heem."

Yep, men, it's happened again. We now have the vivacious Mrs. Florence Wodhams as another



CONT.

assistant in the stock room. "WILD BILL" KINDELL has been transferred to the third shift. JIM REECE is the new hand.

"JOCK" MILLIKAN was thrown for a loss by that little bug we mentioned previously. MITCHAM has taken a leave of absence because of
(continued on page 30)

RYANETTES

BY TOM & GERRY

Just to start off in a jaunty air (something has got to be jaunty on days like this) what was it we said about spring and summer? We take it all back. Seems as though we are worse than the weather when it comes to prediction.

Anyway something's in the air, cause hearts and flowers are falling fast and furious over in the newly established Purchasing Department. MILDRED ALKIRE will ankle down the aisle sometime in May and the light of her life is Carl Lantz who has a title longer than a yard stick, so will just say he is with the Army Air Corps. We wish Millie every happiness and good luck to them both.

The girls in Production gave AMY JERDE a real send-off with a corsage and everything. She left us for a six weeks leave for an operation.

Thanks SLIM (CREAM PUFF) COATS for the nice orchids in your new column. We don't know whether he's trying to pour oil on troubled waters, or if he really meant it.

JANET ROSE has returned to the fold after a bad throat infection. Didn't seem to effect the vocal chords, cause she is still going hot and heavy. Oh yes, by the way we finally know what her fiance looks like cause she received a scrumptious picture. Not bad at all--in fact Mmmmm.

The luncheon was partly to blame for us missing the deadline (Harumph), cause Tom was arranging for it, but that little deal fell through cause we couldn't get anyone to wait on us. It will be held, however, at Bernardini's on the 23rd.

I guess this is finis (French for finish) for us this time, so bye for now, and see you later.

Final selection by the judges in the PT-22 name contest had not yet been made at closing time for this issue of Flying Reporter, although by the time this appears in print the list of suitable names may be on its way to Washington for submission to the War Department for approval.

Meantime the judges are deliberating, and we understand that the task allotted them in choosing the winners will require at least the wisdom of Solomon.

HOW LONG WILL THE WAR LAST?

Every one wants to know.

And lots of people have answers.

Some say 1942.

Others, 1945.

"It'll be ten years at least!"

"Another thirty years war, that's what it is."

And every "expert" has an explanation.

We've all heard a lot of this kind of talk.

We've smiled.

We've scowled.

We've walked away in wonder.

But there is an answer, a definite answer,
an answer every American will agree on.

You see it daily in the columns of the New
York Times and other newspapers.

This war will last until we win it.

It won't be over sooner.

It won't carry on beyond.

THE WAR WILL LAST UNTIL WE WIN!

The date has come and gone and we're still on the spot, but it won't be long now--

Orchids to FRED FORD and KID RIGLEY and their loyal crew for the fine service on purchase and follow-up.

Orchids to MILLARD BOYD, WILL VANDERMEER and all group leaders for the speedy cooperation in the necessary changes on our new project drawing.

Orchids to "JOHNNY-ON-THE-SPOT" DIBBLEE, Air Corps inspector, for the fine spirit which he has helped to maintain.

Orchids to NORICE and AUDREY for being tolerant when we burn up the lines.

Orchids to "BROTHER" HALS of the tool crib. He never keeps us waiting.

It's easier to throw bouquets
Than it is to just throw mud.
One of them lands gently
And the other with a thud.
One of them looks pretty
And one of them looks bad,
So why not throw the one
That makes us happy
And not the one
That makes us mad.

Cheerio



Your Tires

BY WM. VAN DEN AKKER

In keeping with the conditions existing at the present time, the Laboratory of the Ryan Aeronautical Company has conducted some experiments and has contacted the major tire manufacturers in an endeavor to clarify the tremendous amount of information available, all aimed at assisting the consumer in obtaining the maximum life from his rubber products.

In this article we shall boil down the situation to its bare essentials in order that you can maintain the use of the rubber products you now have for as long as possible. The recommendations will be primarily to assist you in obtaining increased life from your tires but at the same time the recommendations can be used for other rubber products as well.

TIRE PRESSURES The tire pressures to be used are determined by the following factors:
1. Weight of the car, and 2. Number of passengers being carried.

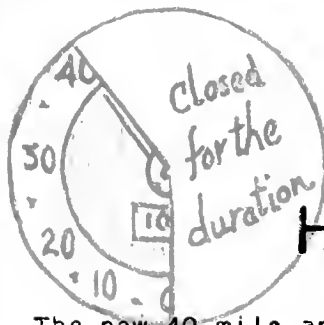
The following is a quotation from the United States Rubber Company:

"With reference to your question on air pressures, wish to advise that inflation recommendations made by car manufacturers have always been a compromise between reasonable tire life tread mileage and easy riding quality.

"If recommended pressures below thirty pounds are raised to thirty pounds and recommended pressures of thirty pounds or more raised to thirty-five pounds, maximum tread mileage will be obtained and steering will be easier although the riding qualities will be slightly harder."

It may be said, therefore, that an increase in pressure over recommended tire pressures, say five pounds for the standard automobile and eight pounds if you carry a full load such as five passengers in a standard automobile would assist you in increasing your tire mileage.

OPERATING SPEEDS The desired speed to operate your car is 30 miles per hour. At this speed you will obtain maximum tire life. Raising the speed of the automobile from 30 to 50 miles an hour increases tire wear 44%; so remember, the faster you drive the shorter will be your tire life. It may also be noted that tire wear increases approximately 22% from 30 to 40 miles an hour.(next page)



Every DRIVER HIS OWN POLICEMAN

The new 40-mile-an-hour speed limits, if observed, will save tires, gasoline, cars and lives.

Experience teaches us, however, that motor vehicle laws do not enforce themselves. Police departments never have had the personnel to do the kind of enforcement job they would like to do. The result is that only in a few isolated instances have speed laws accomplished the task for which they were designed.

Now, that portion of police personnel charged with traffic control is dwindling in almost every state. Police departments, moreover, are also faced with the necessity of conserving their own tires and vehicles. They cannot afford to do the patrolling job which they know would be required to enforce this new law.

Every driver, therefore, must police himself. It is his patriotic duty. It will help him to police himself if he will remember, at this critical time, that the self-imposed penalties for speed violations may be far greater than any which might be levied in Court.

WHEEL ALIGNMENT Wheel misalignment is nothing more than driving down the road sideways in a modified manner. No hard and fast rule can be made on wheel misalignment but it can be safely said that any misalignment is serious and very detrimental. For those who have not had their automobiles checked we recommend that you go to a reputable dealer and check your wheels for proper alignment.

STOPPING AND STARTING It has been estimated that 10% or more of the life of a tire in average city driving is used up in starting and stopping. Because you do not skid your tires, it does not mean that you are not stopping too rapidly and causing considerable tire wear. Rubber has the property of deflecting and displacing when it is part of an automobile casing, and for this reason tires can get excessive wear because of excessive braking.

The modern automobile is very high powered; so much so that it is quite possible, especially if a slight amount of sand or loose particles are on the pavement, to skid the rear tires when acceleration is rapid. This is very much like taking a grinding wheel to your tires insofar as removing the rubber is concerned. The driver must always remember the tremendous weight of his automobile and this tremendous weight is only resting on a small patch of each of the four tires on the road and therefore these small patches must be treated with care in both stopping and starting. Engage your clutch gradually, don't jerk it; also allow your car to decelerate as much as possible on compression.

EXPOSURE AND TEMPERATURE Low temperatures are not objectionable but high temperatures (over 800 F.) are detrimental and should be avoided if possible. It therefore behooves the driver to park his automobile whenever possible in such a manner that it is not exposed directly to the sun's rays, since the higher temperatures resulting will be more detrimental. Sunlight is injurious to rubber and if you have the choice, always park your car in the shade. While the average driver

cannot do much in this regard, it is nevertheless possible for him to exercise care in preventing exposure to the sunlight and higher temperatures as much as possible.

MOISTURE High moisture should be avoided whenever possible and tires should not be allowed to stand in water. If your car is parked in damp muddy places for appreciable periods of time, a mold growth may result on the inside of the tire which is very detrimental.

TO CONSERVE RUBBER

Don't drive unnecessarily for pleasure.

Hold your speed down to 30 miles an hour

Keep tires properly inflated.

Avoid sudden stops and starts.

Switch tires, including spare, at least every 5000 miles.

Inspect tires regularly for cuts, tacks, glass, etc.

Keep brakes even and wheels aligned.

Avoid curb scraping. Don't make turns at high speed.

OIL, GAS, PETROLEUM, SOLVENTS, etc. Oil and grease is a natural enemy of rubber and it is therefore suggested that any factors such as leaky packings, etc., which may cause oil to splatter on the tires of your car or greasy garage floors be attended to to prevent the oils and greases from coming in contact with the tires. These petroleum products which are natural enemies of rubber can seriously impair the life of the tire and if applied often enough will shorten the life of the rubber products to a very high degree.

SIDE WALL CLEANING AND SIDE WALL CARE If normal care is exercised to prevent contamination of the side walls of tires no particu-

lar treatment is necessary; however, several of the major rubber companies, for example Firestone and United States Rubber, have a "Factory Finish" tire dressing which can be applied to the side walls of the tires for protection from sunlight, dampness, oil, grease—enemies of rubber. Please bear in mind, however, that this is a protective measure and will not revitalize the rubber. If your tires are contaminated do not clean with gasoline or with any petroleum product or with a strong lye soap. When cleaning is necessary, clean with a vegetable soap compound such as Castile Soap and use only a mild solution.

STORAGE OF TIRES AND AUTOMOBILES Since many employees are driving their cars no oftener than once a week, it might be well to add a word or two about storage. Storage rooms for rubber articles should be dark with

a complete absence of direct sunlight. Windows should be blacked out or painted blue to substitute indirect lighting for sunlight.

Low temperatures are not objectionable, but high temperatures should be avoided. If your car is stored in a garage be sure that no oil or grease can contaminate or come in contact with the rubber tires. Moisture should be avoided and puddles of water or damp ground is unsatisfactory. Strong air currents are undesirable since they will allow a more rapid oxidation of the rubber causing rapid aging. If the car is stored for any appreciable length of time the car should be placed on blocks or jacks thereby releasing the strain on the casing and then deflating the tires. Sufficient air should be maintained in inner tubes to keep them rounded out. It is good practice to occasionally drive your car since the flexing action on the tires will be beneficial. If the wheels are dismantled from the car they should be laid flat with wood spacer blocks in between so that the tires cannot be in contact with one another.

CROSS SWITCHING OF TIRES Because of the camber of the roads and because of the methods by which we drive our automobiles and the design of the automobile all of the tires which are resting on the road do not wear uniformly. Normally tires wear as follows:

Left Front	14%
Left Rear	29%
Right Front ...	19%
Right Rear	38%

When cross switching is done it should be done about every 5,000 miles or less. The spare tire is placed on the left front, the left front tire is placed on the left rear, the left rear tire is placed on the right front, while the right front is placed on the right rear and the right rear then becomes the spare.

In addition to switching it is often desirable to dismount the tire from the rim placing the side which was outside inside. This is particularly true of tires which were mounted on the front, providing the automobile has a suspension type shock action. It is also desirable for the conventional spring type mountings.

Since space does not permit, we are unable to discuss the recommended tire pressure for tire sizes; however, copies can be obtained by writing the various tire manufacturers and the following are listed for your convenience:

"Four Vital Spots" This booklet can be obtained from the United States Rubber Company



and is recommended to you for the valuable information it contains.

"How To Help National Defense And Get More Mileage From Tires" This can be obtained from the Firestone Tire and Rubber Company.

"Firestone Data Book" This can also be obtained from the Firestone Tire and Rubber Company.

The above booklets contain valuable data relative to recommended tire pressures and further indicate whether the tires you now have are sufficient to carry the load you are imposing on them or not.

The above suggestions are made for your interest and to assist you in maintaining the maximum life from tires.

We might also make one additional suggestion to you relative to increasing the engine life of your car--this is in relation to warming up your motor. Particularly on cold mornings it is suggested that you allow your car to idle for several minutes until the temperature indicating gage shows that the engine is warm. In this manner you will be able to make a smooth start without excessive gasoline consumption and engine wear.

This simple procedure if followed will actually increase your gasoline mileage, reduce oil consumption and make for a finer performance at all times. In this respect you merely have to look at the airplanes on the flight line all of which are warmed up before a take off is even attempted.



BUY
UNITED STATES
WAR BONDS

We're Buying Bonds

Ryan Aeronautical Company workers are rallying to the cause of freedom with dollars in sizeable sums.

To help provide the sinews of war needed now, not next year or in 1944, the men and women who build training planes amassed enough money in the Voluntary Payroll Deduction Plan to enable the management to draw a check to the order of the Treasury Department in payment of 145 War Savings Bonds this month.

Each week, more workers are determining to participate in the bond purchase plan. The realization hourly becomes more apparent that America must literally smother the enemy with an outpouring of guns, ships, planes, tanks and all the other materials of war. And although the financing of such a project, the greatest in American history, admittedly will prove a costly burden, every defense worker, in particular, knows that the victory which their dollars help bring will prove far cheaper than defeat such as has been inflicted on the oppressed peoples of conquered Europe and Asia.

Not only do War Bonds help pay for the materials of war, but they also meet the bill imposed by war conditions, such as housing for troops and civilian workers, increased public utility services and hospitals.

To participate in the Voluntary Payroll Deduction Plan, an employee need only fill out an authorization card specifying the amount of deduction he wishes to have made from his paycheck weekly and to be applied by the management toward the purchase of bonds.

This sum is deposited to the worker's credit in a special account. As soon as the total of \$18.75 is reached for the individual, a bond with maturity value of \$25 is ordered for him by the management from the U. S. Treasury Department. This process is repeated with each \$18.75 accumulated.

Not only will War Bonds help bring victory to America, but they also will provide a sound investment for persons seeking to finance their children's education, for increased retirement annuities, for travel or other purposes.

"Make Every Pay Day Bond Day" is a slogan becoming more and more applicable to the Ryan plant.

MEET GARY ADAMS cont.

In 1940 Gary, his wife and son David moved to Nashville, Tennessee, where Stinson had erected a southern branch. Vultee took over the plant late in October, 1940.

Here in San Diego Gary made his appearance at Ryan when he became assistant to Eddie Molloy, Works Manager, a position he held until recently when he was assigned the Personnel Manager's job, a position for which he is well suited.

Since he has taken this position he has been working on plans for future employee-company matters which will further aid the relationship between the employees and the company and continue the identity of the employee as an "individual" and not just a number.

Gary, a member of the Company Labor Relations Committee, is well informed on all the problems dealing with management and labor.

Gary not only strongly believes in the future of this company but has laid plans to materialize his thoughts regarding the problems of the workmen. He believes that the workmen, although "cogs in the wheel", are still "individuals" and should be treated as such. With that as the foundation of his plans he has every faith in the company's management policy to continue to "Keep Ryan's a good place to work."

It should make one feel good to know that we have such a man as Gary Adams as our personnel manager.

NUTS, BOLTS AND RIVETS

BY

N O R E M A C

Here is a good job for each of the "Ryanettes". Knit a natty little nighty for some nifty knipper in the navy.

- o - o -

England is having a heck of a time trying to give the country back to the Indians.

- o - o -

"What's your name?" the recruiting officer asked as a man applied for enlistment.

"Quits Smith", answered the man.

"Odd name, that," the officer said. "How did they come to nail that handle on you?"

"It was this way," the young man said. "There were 10 other

children in the family when I was born. My dad came in and took a good look at me and turned to mother. 'Let's call it quits,' he said."

- o - o -

"Was your husband kind to you during your illness?"

"Oh yes, indeed, Mum. Mike was more like a neighbor than a husband."

- o - o -

A young girl after reading a book said it was awful.

"Was it sad?" asked her mother

"Very sad--In the end she dies and he goes back to live with his wife."

- o - o -

The director of a church choir was working hard on a new anthem. "Now", he said, "all the tenors will sing alone until they get to 'the gates of hell'. Then you all come in."

- o - o -

Two Irishmen were discussing a new cemetery. "Personally, I am against the place," one of them said.

"I'll never be buried there as long as I live."

"Different here," the other said. "If the Lord spares my life, I'll make that my last resting place."

- o - o -

Young Housewife: Honey, since you've already eaten three of my first batch of biscuits, I'm going to bake some more for you tomorrow morning. Won't that be lovely? Won't that be--speak to me darling!

Speak to me!

- o - o -

"Mother, what is leisure?"

"It's the spare time a woman has in which she can do some other kind of work, dearie."

- o - o -

Two things calling for real faith--love and hash.

- o - o -

A newly arrived defense worker went into a store for some house furnishings. The price of the bed, mattress and springs had been agreed on and the clerk

started to exhibit the pillows;---

"These are 90 per cent down," he explained.

"Come on, Eben," said the worker's wife. "I know another store where they charge only 10 per cent down."

- o - o -

A San Diego man was visiting in New York. Walking on a side street late one evening, he was held up by a bandit. "Give me your money or I'll blow your brains out!" he said.

"Blow away," said the Californian. "You can live in New York without brains but not without money."

- o - o -

A man threw a nickel toward the blind man's cup. The coin missed the cup and rolled along the pavement. The man with the dark glasses quickly recovered it, however. "But I thought you were blind," exclaimed the benefactor.

"No, I'm not the regular blind man. I'm just taking his place while he's at the movies."

- o - o -

Two men were discussing a mutual friend who was very sick in the hospital. Bill said, "Jack, do you think Tom is going to get better?"

"Oh, of course he will," said Jack.

"What makes you think so," asked Bill.

"Well, he always has."

- o - o -

Little Brother: "What's etiquette?"

Little Big Brother: "Saying 'No thank you' when you want to holler 'Gimme!'"

- o - o -

The new hired man from the city had been sent out to harness the horses. It was a cold winter morning and still dark and he mistook a cow for a horse.

"What's keeping you so long out there?" the farmer shouted from the house.

"Say, I can't get this collar over this horse's head--his ears are frozen stiff."

- o - o -

"Did you tell her that what you said was in strict confidence?"

(continued on page 25)

WORK THAT KILLS

or IMPORTANT PROFESSION

BY DONALD DUDLEY

Much has unfortunately been said about "slowdowns" while others say they are abused by overwork.

Is it overwork that kills ambition? Indeed not! Instead, it is worry and fret. Among a few laggards, it is the constant fretting and worrying about how best to evade work that causes no end of mental upset. This habit is likely to become entrenched so deeply that it is usually the beginning of the end for a worker who otherwise could be extremely efficient.

It is readily conceivable that it is worry itself that kills; not so much overwork, for worry is a disease and if not arrested finally becomes incurable.

We think of the men who have struggled over long periods of time to invent the fabled, perpetual motion machines. They fretted about the thing so constantly that they became fanatical and totally unbalanced. This amply demonstrates how a mind brooding upon one subject too extensively becomes clogged and is finally made tragically ill. These individuals have never acquired the faculty of establishing a happy medium. If their interests could be aroused in other directions, their minds would certainly relax, instead of remaining taut and becoming stale from fatigue.

It appears to me that the word "work" should be stricken from the English language. Even the thought of the word sends many minds into reverse channels. Many unconsciously view this might word as something to be abhorred. Instead, the word "profession" not only has more pleasant associations than does "work", which is likely to evoke thoughts of the commonplace, but also has a psychological uplifting quality.

As a rule antipathy toward work commences during childhood. Many children develop the habit of associating the word "work" with something distasteful, something which automatically deprives them of much pleasure. Thanks to an understanding influence, some children on approaching maturity throw off this devastating abhorrence to work and in time grasp its true significance. They begin to measure their own importance by the rate of their earning capacity through honest toil and this likewise lends them encouragement and confidence in their ability. This results in great personal pleasure. When one does a piece of work well, he is proud of what he considers a truly artistic display.

In general, nearly all of those young men who never grasp these significant factors become misfits. From

this deplorable state they often seek to escape--escape by jumping from one position to the next. This usually sows the seed which eventually results in more dissatisfaction and this again ushers many into still other ventures. In time, many become utterly discouraged and adopt the idea of, "What's the use?" For them nothing seems to go right. And gradually the seed of idleness commences to bear fruit. Thus we see why the words, "profession", or "occupation" are very good substitutes for the word "work".

"My occupation," many individuals proudly say. And others repeat, "My profession."

These two words develop interest and pride. "My work" signifies a plain quality not worthy of much interest. But call the most common, the most fatigueing work, "occupation" or "profession", and note the mentality quickening to its echo of delight.

The word "work", of course, cannot permanently be discarded from the language. But the mental attitude that it arouses in many persons can be eliminated. Look on your "work" as a fascinating, all-important "profession" or "occupation", one which when multiplied by thousands of similar instances becomes a vast and powerful home front in this war to preserve our freedom, even our freedom to express like or dislike for our work. Think of your work as possessing a special new dignity today, and you will feel shame the instant you catch yourself acting the mental slouch.

Books are the ever-burning lamps of accumulated wisdom.

---G. W. Curtis

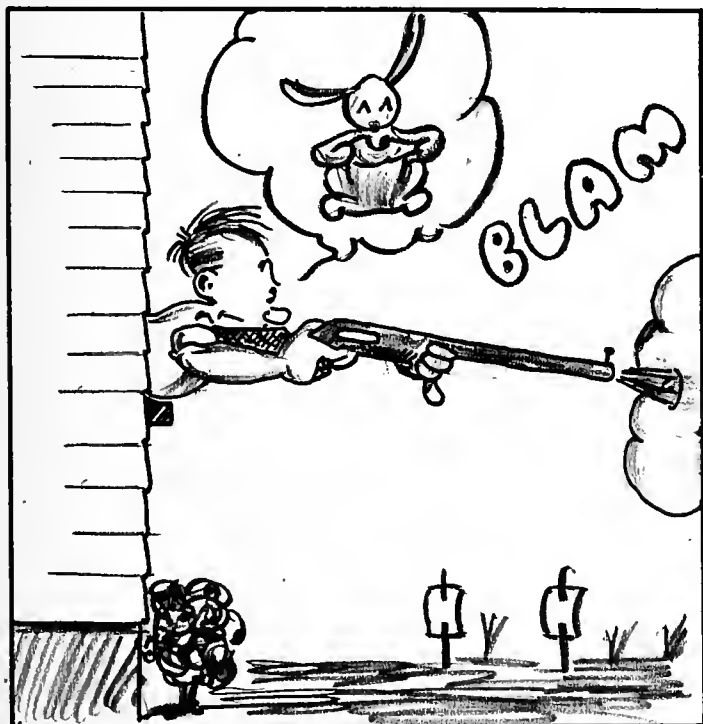
DO WE MEASURE UP ?

We are engaged in a life and death struggle for our national existence. Much breath has been wasted in denouncing the attack on Pearl Harbor as cowardly, sneaking and otherwise reprehensible. However, history proves that Japan has never made war in any other manner and we as individuals and as a nation were asleep to that fact.

If we don't shut our mouths, roll up our sleeves and do all we can to help the nation's war effort, we will find ourselves in the same position as Jack Sharkey found himself in immediately after opening his mouth to shout "foul" during his fight with Dempsey some years ago. Instead of getting sympathy from the referee, he received a sock in the puss--and a knockout--from Dempsey.

The question is--will we measure up to a composite picture of what the American citizen must be, and have we any excuse for not doing what the average citizen must do to win this war?

A composite picture of the individual American who is doing his or her part to win this war would appear as follows. He, or she, will buy bonds--whatever he can and as many as he can. If he is in a position to give active aid as an air raid warden or emergency worker, he will do so. If not, he will cooperate fully with those who are doing the difficult task.



He will not be a hoarder. Ask yourself this question.-- If it comes to a point where my neighbors have to do without sugar and other things not absolutely essential to life, am I going to be enough of a heel to enjoy my hoard?

When our government decrees that we must conserve cloth for use of our armed forces, don't start scheming for a method of still buying cuffs on your trousers or in the case of a woman--longer dresses. If fashion dictated you would likely go without so don't let the fact that you will be doing something for national defense deter you from it. Remember that the armed forces will need the cloth. They are not stopping to think about whether they have cuffs on their pants. And before this is over, many of them will not have legs to put in a pair of pants even if they live to wear anything except service clothes.

The composite American man and woman will support the war effort in every way possible until this war is won and if he or she does, he will win. If we take the attitude that we are going to let the other fellow make the sacrifices, we will go down to a bitter defeat and we will have fully justified the Japanese opinion of us, which incidentally is that we are a wasteful, soft and decadent nation thinking only of our present luxury and content to piddle our way through this war in a half-hearted "let-George-do-it" manner.

Think it over, Americans. Do you measure up?
---Anonymous

NUTS, BOLTS & RIVETS CONT.

"No, I don't want her to think it's important enough to repeat."

- o - o -

"Have you seen Nora's new evening gown?"

"No, what does it look like?"

"Well, in many places it's very like Nora."

- o - o -

The professor was asked to give his definition of woman. After clearing his throat he began in a leisurely way: Woman is generally speaking--

"Stop right there, professor," interrupted a senior. "If you talked a thousand years you'd never get any nearer to it than that."

- o - o -

By By Buy Bonds

SHEET METAL SECOND SHIFT

BY E M I L M A G D I C K

I drink a toast to the stars and moon
To the sweet scented breath of life,
I drink another to my very good friend
(And a third to his lovely wife.)

Night Club slumming is getting to be quite the thing. Our friend STEGNER was seen holding hands with a lovely brunette at the Alpine Gardens while SAM PINNEY was seen at the El Cortez Sky Room being chased by some lovely debs. It seems as though they wanted his address. So next time Sammy asks for a pass out because of a tooth ache, you know where he will end up, and it won't be a dentist.

What Ryanette gave her address to what Ryan lad at the Tower Bowl one Thursday morning? Although it's out of season for Tom & Gerrys, it looks like loves in bloom.

I didn't mention anything in regard to the La Jolla Beach Breakfast sponsored for the reporters and members of the staff of the Ryan Reporter. I knew my capable friends GEER and PINNEY would take care of the details. I'll admit I wore a herringbone sport coat and that's natural. I wouldn't think of going in my pajamas; Geer and Pinney probably would. But anyway, the breakfast was perfect and the entertainment superb. So thanks to BILL WAGNER, Master of Ceremonies and the guy who was responsible for the affair.

Spring must be here. ERICH FAULWETTER breezed into the plant the other night dressed in a new spring ensemble, looking like he just stepped out of "Esquire". All that was lacking was the boutonniere.

One of the highlights of the bowling season two weeks ago was the trimming of the Sheet Metal team by the Riveters. They took Sheet Metal three out of four games, and now still in the lead by one game is Sheet Metal with thirty-seven wins and fifteen losses; second place are the Welders with thirty-six wins and sixteen losses; third is the Micrometers with thirty-one wins and twenty-one losses, and tied for fourth is the Production Planning No. 1 and Drop Hammer with thirty wins and twenty-two losses.

The Riveting Department has transferred a lot of fellows to different departments throughout the plant. Sure hate to see you fellows leave, but it won't be long before you're back, so hang tough. BOB GIESINGER, who has been attending school across the field at Ryans, has been transferred there and is now working on mechanical repairs. So, good luck in your new venture, Bob.

Unbridled talk behind the front
Will not the edge of the Axis blunt.
The Achilles heel of Tyranny's Tramp
Can best be pierced by a defense stamp.
By J. L. Stegner

"SOLILOQUY OF A BEER CAN"

by Tom Usler

I am just a small tin can
Who once was full of beer.
My owner hugged me like a bear
And felt I was quite dear.

But alas! When I was empty
And rang with hollow sound,
He threw me down in deepest scorn;
Left to get kicked around.

Then I was picked off the ground
And thrown into the scrap.
I'm now a piece of airplane
On my way to fight a Jap.

If I can help to win this war
I will be full of cheer
And I'll forget about the time
I once was full of beer.

MACHINE SHOP 2ND SHIFT

from WIN ALDERSON

from "POP"

For the past two months the Second Shift of the Machine Shop has had a pretty tough existence losing men to other shifts. But every time a cloud rolls by, the boys still manage to get the biggest part of the silver lining.

Against such odds we first lost STEVE FOUQUETTE, notorious leadman on the mills. We brought out the crepe but before the tears arrived we found that CONRAD ADAMS had filled the shoes that Steve had just vacated. Conrad smokes big cigars, shaves regularly on Saturdays and is about to come off a one year soup diet.

Next went JESS MCCRAY. We all realized that Steve needed support on the new undertaking. With the loss of Jess to the Day Shift and the transfer of SLIM COATS to the other end of manifold, we found that "RIPPO" REED was able to coordinate his mind and his mill with amazing results.

Next went CHRIS MUELLER. Everyone will tell you that he was a good egg--but this is not the proper place for an epitaph. He is now found somewhere in tooling with BOB MILES, DINGLE BEARY, BULL STEWART and DON COATS.

DON MILES, formerly assistant foreman on days, replaced Chris. Incidentally, a young lady named Diana very recently gave Miles the distinction of being a daddy.

"I ESK YOU" ALSO says he is glad to get the "Jeep" back in operation.

You could tell by the way General Knudsen went through the factory last week that he was quick in picking up the Ryan Spirit. As luck would have it, the four o'clock whistle blew just as he was starting his tour.

Conversation in Inspection Tool Crib:

Inspector: "Gotta have a file, please."
(adjusting new tie.)

Inspectorette attendant: "Do you wish a mill file or a oh--he, he--gulp--oh--small bosstad?"

BILL WAGNER, LARRY GIBSON, SUE ZINN and a platter of ham and eggs are the cause of this brainstorm. All complaints that are not posted on the machine shop bulletin board should be filed with them.

After reading the Flying Reporter, laughing at the jokes and wisecracks, I turn the pages back to see if I have missed anything and sure enough I have, for I don't find a word in the pages about the Machine Shop. Well, I guess a guy would like to see a little something in our Flying Reporter once in a while about the department he works in. But I guess WIN ALDERSON has just been too busy lately to contribute his bit and demonstrate his talent as a writer, reporter, or what have you.

Under the able leadership of DON MILES, our night foreman, we are progressing in fine shape and doing everything we can to rush production to completion as soon as possible and I believe it is the desire of every one of us to get the work out ahead of schedule.

Yes, sure, we miss CHRIS MUELLER but he comes in once in a while and sometimes he says hello. But I guess Chris is a busy hombre nowadays. He is a darn good scout, anyway.

And by the way, we were honored the other night with a visit by DASHING DAN, better known as Dapper Dan, but he just dashed in, passed the time of day, and dashed out again. It's all right, Dan. We are always glad to have you drop in anytime and give us the glad hand.

One of our able lathe operators in the person of MR. LEACH was telling me he wanted to be put on the drill presses. I don't know why but I hear we may have some female operatorson the drill presses in the near future. BILL HUBBARD said he did not want to give up his lathe but expected his lathe tools would need a lot of grinding. (Good luck, Bill.)

WALLY HINMAN says its too bad to have such a well-balanced and good swearing crew as the machine shop interrupted by females. (Too bad Wally.)

Who ever said WIN ALDERSON wasn't a good scout doesn't know much. The other night he cleaned up and adjusted about all the micks in the shop and the next night by golly he went into the laundry business and degreased some of our work aprons. (We will never forget you, Win.)

This is my first attempt to write anything in the Reporter and really don't know if I am supposed to contribute or not but just thought I would take a chance.

RYAN

WING TOPS

FLASH!!! A bundle from heaven was delivered the Carpenter household April 15th. It is a girl, weight 10 pounds 11 ounces. She looks just like Carpenter (he says). All we need to make everything fine is a box of cigars, Carp.

It was conclusively proven last week that wing men are better athletes than manifolders. Mr. ORTIZ of the manifolders took a shellacing from our man KELLOGG in a handball match at the San Diego Rowing Club. There were a couple of other fellows in the match.

The FINAL NEWS

by -CLAUDE NADEAU

Final Assembly is finally back in the Flying Reporter and we will attempt to have a little news from our end of the plant in each issue. We have no regular reporter so I will attempt to fill in and give you the gin.

A word or two about our athletic department in Final Assembly. We had two bowling teams in the winter league and will again be represented with two teams in the summer league. The boys didn't fare too badly and were known as the giant killers. If you are doubtful, ask that man from manifold #1. The summer league should be a killer and you can bet that "Final" will be in there pitching.

Final was represented at the two golf tournaments by M. HUTCHINSON and C. NADEAU. You couldn't say that we played golf but sure had a swell time. The first time we played with BILL CAMERON from tooling, and boy is he a golfer from the old school. We learned a few new ones about the game that only Cameron can tell.

The second "I hit 'em--help me find it" tournament we played with BABE SCHNEIDER and BETTY PHILLIPS from Methods Engineering. We started out with a bang but from there on it was sure lucky we brought our compasses. Funny thing how that little pill can wander into so many counties. We had a swell time and intend to be present at all future tournaments.

L. COOK passed out the cigars the other day when his wife presented him with a baby girl. He finally had to take the day off--the strain became too much for him. Becoming a father is certainly tough on the men folks.

Well, that is about all the news from here so will close for this issue. Keep 'em flying.

CARPENTER reports that HAROLD ZOOK is really turning out the work. That undernourished look has been replaced by a glow of health, since his wife came back from a vacation; and started to cook again.

MR. NORTH of controls had a little trouble last week when his "humming hornet" threw a rod. Maybe "Easy" will lose a little of that extra weight now that he has to either walk, swim, or ride the ferries to work. (He lives in Coronado, you know.)

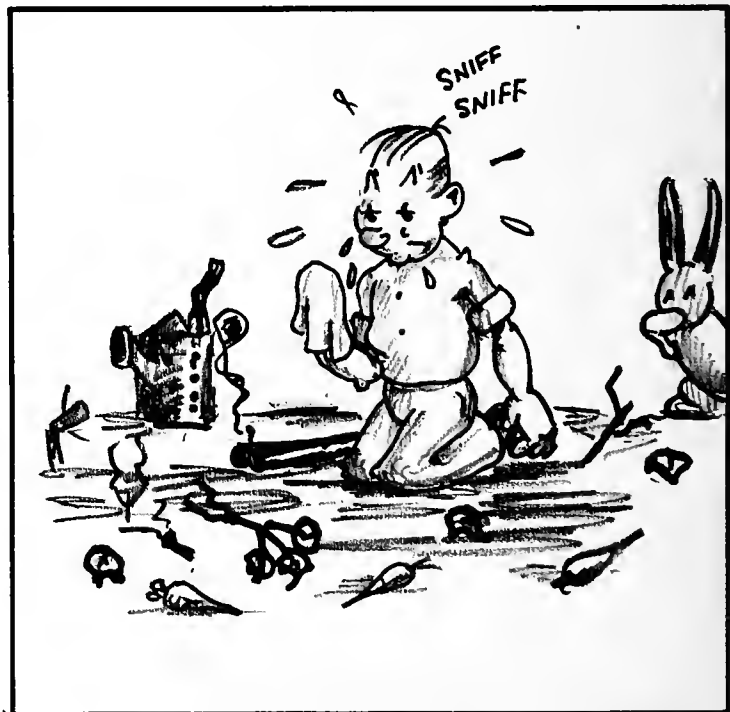
Three cheers for MEL MINOR! He finally was presented with a certificate of speed from a great big policeman on the way to work the other day. Nice going, Minor. It's the first one that is hard, the others are easy.

BATTLING HENRY RICHARDSON, who was recently a member of the wing department, went in the Army April 8th. Give the Japs one for us, Henry.

It seems that JACK EDDY has frequently noticed the lady with the gun on her hip walking by our department every so often. Eddy, you had better watch out! I hear she is a very good shot.

The one and only bowling team from the wing department has high hopes for this season. They have lost only one of the eight games played. I can't seem to find out why they lost that one. The only clue is the frown on CAPT. MINOR's face when he looks at "TURKEYLESS HERSEY". (cont. page 29)

by CHARLES ANDERSON



NEWS 'N' VIEWS_ by Dick Gillam

Howdy, neighbor. Ya know, fellows, if this rain keeps up, I'm going to swap my motor cycle for an outboard motor and put pontoons on my V8. Oh, well, think of all the pretty flowers we'll have in May.

Was just talking to JOHNNY CAMERON and he says, "Married life is sure swell." We're all glad to hear it, Johnny, and hope it stays that way.

CHARLES "WATER WAGON" JARVIE, ADOLPH "BOSS" BOLGER, and BILL "COLUMBUS HAD NOTHING ON ME" EVERLY have been contemplating on a collapsible boat to take on a fishing trip into Mexico. Good luck, boys, but don't say I didn't warn ya.

These intensifier tubes are becoming quite a problem. Some of the boys are getting a little muscle bound. The other day Holgate was shifting from low to second in his V8 and he shoved the gear shift right through the dash board. Parrott says, "That's nothing. I ran my gear shift through the dash board and then hung it on the carburetor. Mmmmm????

C. JARVIE has crawled down off that water wagon. Says he drinks boiler makers, goes in swimming with his pants on, and then comes to work to punish himself. I know just what he means.

IVAN GADEN has become one of the regulars now and is a steady hammer operator. Gaden started as a helper and has worked his way up, and I do mean worked.

The second shift drop-hammer boys had quite a picnic Sunday, April 12th out at Felescito Park. Played ball, horseshoes, layed around in the sun, and last but by all means not least, ate'n ate. Just to give you an idea, we had two nice Bar B Q'd hams, dill pickles, sweet pickles, two kinds of potato salad (thanks to Mrs. Farrell) three kinds of pop, pumpkin pie, apple pie, and lots of whole wheat and white bread. I hope everybody had as nice a time as I did, and that we can have another soon.

K. D. SHARP is back as Hammer operator and helper now after nursing the crane for about a year, and we're happy to say he's doing quite well.

The first swing shift dance to be held in San Diego was Sunday morning, April 12, from 2 A.M. till 6 A.M. This dance was meant for all swing shift workers at Ryan, Consolidated, Rohr, Solar and Standard Parachute Co. All you have to do is show your identification card, pay the little girl at the box office and in you go for four hours of swell entertainment. Mark Roberts was the Maestro at the gala opening. (cont. on page 30)

BOBS BUMPS_ by G. "Bob" Harris

It's here again. Kinda like a bronc rider-- off again, on again. It is sure surprising how fast the old deadline rolls around.

I wish to offer my humble apologies to the Company and my co-writers for my failure to be on hand for the recent Sunday breakfast. From the way the boys talk, it was really right on, but I do wish to thank all concerned for the invitation and if it hadn't been for the flu having priority, I would surely have been there.

I see our friend AL "NUBBIN" WEBER has been on another "weak" end. Whenever I start to ask him which windows he enjoys the view from, he always wants to talk about going fishing or to "see his grandma" or sumthin.

My how this Bumping Department is growing. The boys tell me that when they go home at night and start to eat a bite, they will pick up their knife and instead of cutting their food they start to pound "it", and I don't mean their ear.

SLIM or "Brother" COATS to you all, tells me the Ryanettes are sure cute little tricks. Huh, guess that will stop our quarrel there between Slim and them, but don't believe too much of what Slim says, gals, as he is inclined to trifle with the truth.

PETE KLASSEN, one of GORDON "PLAY BOY" MOS-SOP's bowlers, had to quit the bowling team on account of getting married. The marriage is supposed to take place in the very near future. Well, all we have to say, Pete, is your giving up bowling is just a starter--you will probably be giving up your gold crowns before long.

A word of praise to H. J. JONES, K. D. WOOD, B. F. KINDALL, W. NELSON, R. W. NOORDA and our new man C. E. PEFFLEY for the swell job of pounding they are doing. It's seldom you find so many good men in one bunch.

WING TIPS CONT.

DUANE CALDER won't be able to eat peanuts or chew tobacco for quite a while, we are sorry to hear. The dentist is giving him quite a time.

ROCKIE FIEHLER has been talking to himself quite a bit lately. All you can hear him say is "She's pretty and my average is one hundred and eighty."

I want to take this opportunity to welcome three ladies into our department--IDA AYER, LILLIE KNABE, and JEAN DE KOVEN--also to warn them to stay away from JOHNSON's houseboat if they can't swim.

illness. He expects to return as soon as possible, and we trust it will be quite soon.

RODGERS, master tinsmith, has submitted the fine, thought provoking poem produced below. It develops that Rodgers is an alumnus of the University of Texas, class of 1911, with the enviable degree of L.L.B. Also, his compositions have been published in the widely read "Cosmopolitan" magazine. Here we are:

"Lost yesterday, somewhere between sunrise and sunset,

Two golden hours,
Each set with sixty diamond minutes.
No reward is offered, for they are gone forever."

BILL CUNDIFF, whose winning smile is proverbial, has returned to the first shift. Remember the ditty that "Big Bad Bill is Sweet William now"? Well, Bill has taken unto himself a bride, and passed out the cigars to prove it. We all sincerely wish Bill, and his much better half, prosperity and extreme happiness.

LARRY EULBERG, another proud owner of a used car, took his share of ribbing the past week. It seems he made a very special journey to Yuma accompanied by the "one and only". Unfortunately, a legal requirement was overlooked, and the trip was in vain. Perhaps, by the time this is published, the obstacle will have been surmounted. If so, congrats, Larry.

For several weeks, CHARLIE ALEXANDER has been singing "My Wife's Gone to the Country, Hooray, Hooray". We predict, however, that his theme song will be sharply altered ere long. How do we know? Experience, my boy, experience.

Hasta luego, amigos.

M O M M Y D E A R

Tho' you are growing old, your heart is
purest gold,
We still think of you, Mommy Dear.
We pray for you each day, hoping you may be
happy, cheerful and gay.
Mommy Dear, we are thinking of you,
All your kids who love you so true.
High in the skies there's a star gleaming bright
To show you the way Dear with it's silvery light.
Mommy Dear, tho' we're so far apart
You will always be in our hearts;
So cast all your troubles, and blow them,
like bubbles,
We love you, Mommy Dear.

Song Poem copyrighted by Carl Huchting

Flowers adorned most of the girls who but an hour or two before had been operating a punch press, burring sheet metal, or keeping time in one of our defense plants. Flash bulbs were popping up all over the hall, and it seemed more like an opening premiere at Paramount.

A swell speech was made by a committee man from the U.S.O. According to him if the rest of the turn outs are anything like the first, there is no reason why we can't have more dances and more kinds of entertainment, and also that this is only the start to assure the defense plant workers more and more good clean enjoyment, so why not take advantage of the fact that it is meant for we Ryan workers as well as Consolidated, Solar or the other plants and all meet down at Pacific Square tomorrow night after work.

April 14th was RONALD SPIKING's birthday. Turning 21 was quite an oddity for Spike. Turning 21 was not so bad BUT he also turned a little red. I thought for a while "WILLI W" BICE was on a vacation but some of the boys tell me that he was laid up pretty bad with the measles and small pox.

Thanks a lot, BILL, for that set of pictures. They will always remind me of the swell time we had at La Jolla.

Well, that's about all I can think of right now so I'll close with that famous Greek saying. "Never let a day go by."

FACTS & FABLES FROM FINISHING cont.

stock room, GEORGIE to tool design, LILLIE and IDA and JEAN to wing assembly, JOHNNIE to experimental and ALMA to the plating department.

MABEL MADILL went to Texas but she's back and glad of it. MARIE HEBERLIE has taken a three months leave of absence. We all hope for your speedy recovery, Marie, and hope you won't need the full three months.

Just in case they're one or two of you who didn't know, ELEANOR LEAVITT is building a house. Well, to tell the truth about it, at the last publication, they had bought the lumber, but now they have moved in. And my dear Mrs. Leavitt, we have a date with you. You shall see a house warming such as you have never seen before.

BABBY (which is the only name I know her by) has been absent for a week or more. We are hoping for your speedy recovery, too. If good wishes will do it you will be back in no time at all.

Aye tank aye ring off now, and save my strength for next time as I have a suspicion I'm going to need it. Well, we shall see what we shall see. Goodbye now.



Design for Victory

VICTORY for the Democracies is being speeded by the

VOLUME production of Ryan Trainers for the U. S. Army, U. S. Navy and friendly foreign governments and their assignment to

VOLUME operations where Ryan planes are playing an important role in training the world's finest pilots.

Ryan **Flying Reporter**



PUBLISHED BY AND FOR EMPLOYEES



RYAN AERONAUTICAL COMPANY

Naval Aviation Cadets

← OFFICIAL U.S. Navy Publication

Vol. 3 No. 7

MAY
15TH

1942

RYAN FLYING REPORTER

Vol. 3 No. 7

KEEP 'EM FLYING

May 15, 1942

VICTORY

IS OUR ONLY OBJECTIVE

FROM NOW ON, every action by every American--every employer; every employee--must be keyed to one goal--complete victory in this war which has been thrust upon us.

FROM HERE ON OUT we are engaged in a victory program. We can talk and act no longer in terms of a defense program. Victory is our one and only objective, and everything else is subordinate to it.

IT IS CLEAR that a vastly expanded national effort is imperative. Production schedules for all manner of military items must be stepped up still further. Every activity of our national life and our civilian economy must be immediately adjusted to that change. To attain victory we aim at the greatest production which is physically possible; the greatest national effort that can possibly be made must be made.

THIS POLICY applies all down the line--in the agencies of Government, in industry, in agriculture, in commerce, in labor, in every phase of national life. There is but one standard for activities in all of these fields--the simple question, "Is this the utmost that can be done to bring victory?" Policies and actions which meet that test must be adopted; those which do not must be rejected.

A UNITED PEOPLE will harness the unparalleled might of the United States to one word and one slogan-- V I C T O R Y .





RYAN FLYING REPORTER

Published by Employees of the
RYAN AERONAUTICAL COMPANY
Through their Welfare Department

* * * * *

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Bob's Bumps	G. "Bob" Harris
Ryanettes	Tom & Gerry
Fabric Highlights	Dorothy Kolbrek
Wing Tips	Chas. Anderson
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Maintenance	Pat Kelly

C O V E R

In use by the U. S. Navy, the Ryan NR-1s are being used in the primary flight instruction of large groups of Naval Aviation Cadets such as are shown at their training base at Jacksonville, Florida, where they are receiving initial flight training.

DEADLINE - Copy for the next issue of Flying Reporter must be in by 5:00 Wednesday, May 27th.

A great deal of the joy of life consists in doing perfectly, or at least to the best of one's ability, everything which he attempts to do. There is a sense of satisfaction, a pride in surveying such a work--a work which is rounded, full, the exact, complete in all its parts--which the superficial man, who leaves his work in a slovenly, slipshod, half-finished condition, can never know. It is this conscientious completeness which turns work into art. The smallest thing, well done, becomes artistic.

---William Mathews

SPYS COULD HEAR A PLENTY

The following article by Harold Keen, a local newspaper man brings home the fact that loose talk about vital military interests is going on all around us and reminds each of us individually to be careful that we are not the ones to divulge information which could in any conceivable way be of value to the enemy. Don't discuss your job, your company's production activities or other vital defense matters. Let's be safe--not sorry.

Attired in our only good suit (a dark one that would have made us look like a G-man if we but owned a hat), we settled ourselves to a journey that always gives us a twinge of seasickness.

It was cheery and chummy inside the ferry on the run from Coronado to San Diego. A group of men with lunch pails were seated in the sheltered part of the upper deck. On their coat lapels, or shirts, were circular badges with hieroglyphics indicating they were defense workers who quite possibly could have been going to work on the night shift of a certain aircraft plant.

"Didja read about the committee investigating the aircraft bottlenecks?" asked one burly-voiced gent, addressing a fellow worker several paces away and on an opposite bench.

"There ain't anything like that in our place. Why only last week we had (self-censored) planes moving through our department." "We didn't have that many," his friend replied. (He gave the exact number.) "The trouble in our department is that there's a shortage of (we discreetly closed our ears to that).

"Some of the guys had to work (self-censored) hours all last week to get the job done."

And so the conversation went rebounding merrily about the enclosed upper deck of the Coronado-San Diego ferry, in which a few interested commuters were lounging, including a reporter who might just as well have been a G-man.

(As a matter of fact, we had wanted to refresh our memory on certain points of a story covered a few minutes before in Coronado, so we ostentatiously hauled our notebook out while the sprightly conversation of the defense workers was in progress, and industriously made notes. We COULD have been taking down word for word what the free-lipped men were

(continued on page 23)

PRODUCTION DRIVE ACTIVITIES

Feeling that some of the activities of the joint management-labor Production Drive Committee will be of interest to all Ryan employees, a resume of projects recently undertaken follows:

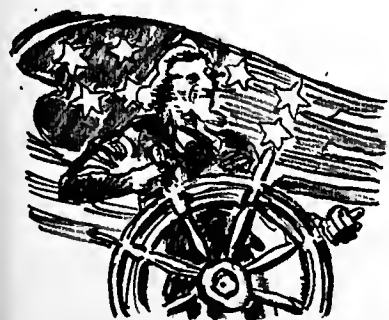
The suggestion system announced in this issue of Flying Reporter (page 4) and the production poster design contest, also announced in this issue, are the result of the joint Production Drive meetings which have been held regularly since the War Production Board first requested the formation of groups of this nature in all war industries.

The placement of the three American Flags in the plant was arranged by the Production Drive Committee as were the new production poster bulletin boards, which have been placed along the main traveled aisles in the factory.

Within the next few weeks the first production chart which will give a day-to-day record of the status of various production projects will be placed in one department on a trial basis, after which similar production charts will be arranged for in other departments.

Also within the next week a new centralized bulletin board will be erected which will be the principal "clearing house" for all notices of Production Drive activities as well as general bulletins of interest to all employees. Provision will also be made for regular educational posters, and of real interest to employees will be the daily news picture which will appear on the main bulletin. Once the new main bulletin board has been erected, employees will find it valuable to make it a practice to look at it daily for there they will find notices of all matters which will be of interest.

The joint management-labor Production Drive Committee will continue to meet, and it is their hope to have a share in "Boosting Production."



FULL
SPEED
AHEAD

TO THE MANY FRIENDS AND FELLOW WORKERS
OF CHIEF SCHINDLER:

Ed left us at 9:30 a.m. Monday, May 4th. He was called by the Big Chief to handle some very important job Over There. Ed was rather reluctant about going at this time with so much to be done here, but he wasn't afraid to go and told us so. We didn't want him to go either, but good men are hard to keep and we can only be thankful that he was with us so long and pray that he is successful in his new job.

On behalf of Mrs. Schindler and this department, I want to take this opportunity to thank you all so much for all that you have done.

Al Gee

BICYCLES AVAILABLE

In order to assist employees in solving their personal transportation problems the company has just purchased 35 Dayton bicycles which will be sold at cost to employees through the tool store.

It is suggested that those interested contact Larry Gibson who will have complete information regarding the bicycles.

One consideration which employees must realize and understand is the necessity imposed by the War Production Board in granting priorities in the purchase of these bicycles, and that they not be resold to others except through special provisions which have been set up.

This whole program has been worked out for the benefit of employees, and it is hoped that in order to relieve the current serious tire situation as many as find it practical to use bicycles for transportation arrange to do so.

In purchasing a bicycle the company's transportation coordinator wishes to remind employees that they should consider the route they travel to and from work, particularly in relation to hills, to be certain that a bicycle is practical for them. Incidentally, the bicycles can be equipped with gear shift arrangement, but at present these are not obtainable, although the local bicycle firm with whom the company has been dealing has them on order.

Speak Right Up

WITH YOUR SHOP SUGGESTIONS

If by practical shop suggestions you can think of better ways to use tools and machines which will give us more production sooner, the country's war effort needs them now!

To accomplish this is the purpose of a new suggestion system announced this week by the joint management-labor Production Drive Committee under whose jurisdiction the program will be administered.

The suggestion plan enables patriotic and resourceful employees to take a larger part in the drive for greater production. Practical suggestions which by reason of their merit can be put into operation in the plant will be of dual aid to the U. S. Government and the United Nations, and will stimulate our war effort both in time saving and in cost.

A new suggestion box and bulletin board have just been received and should be placed in their permanent location by the time this issue of Flying Reporter is distributed.

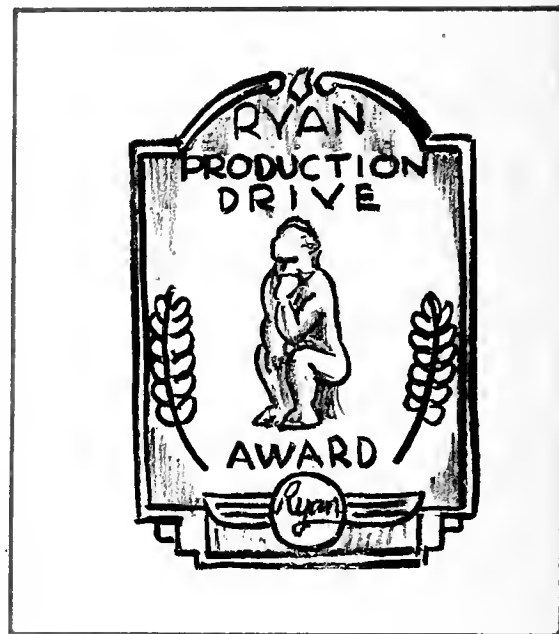
All information regarding the suggestion system will be posted on a special bulletin board at the suggestion box which will be located at the template storage crib adjacent to the main factory exit where everyone will pass it daily. Watch this bulletin board!

As suggested by the War Production Board, awards will be in the form of special production medals, one of which is sketched on this page. It is the hope of the Production Drive Committee that it will be possible to have high ranking Army, Navy or Government officials make the presentation of the "Ryan Production Drive Awards" at a suitable gathering.

Three types of awards will be given--bronze, silver and gold. Suggestions of outstanding merit will receive the gold award while the silver and bronze medals will be presented for other suggestions which are adopted.

Speak right up! That's one of the prime objectives of the suggestion system. It gives the worker a chance to present his ideas to the management. No longer need he say, "If I were running this place I'd do so and so." Every employee can thus present his practical shop suggestions, and, if his ideas are good, he wins recognition through the award of the production medal, calls attention of the management to his ability, and most importantly aids the war effort in a time when we need every material and time saving shortcut.

The possession of a Production Drive Award Medal is a recognition for outstanding accomplishment in the



field of practical production ideas, and its owner should fully realize its true significance in the job he is doing to win the battle of production.

To assure absolute impartiality in judging shop suggestions, the new suggestion form which is reproduced on the opposite page makes use of numbered blanks. Identity of the suggestor is thus concealed until the suggestion has been evaluated, at which time the number of the suggestion will be posted on the suggestion bulletinboard indicating what action has been taken by the Production Drive Committee.

On page 6, on the back of the sample suggestion form, will be found the complete rules which cover the Production Drive suggestion system. It is recommended that all employees familiarize themselves with these rules so that they will fully understand the manner in which the suggestion plan will be conducted.

(continued on page 7)

HELP BOOST PRODUCTION

RYAN AERONAUTICAL COMPANY
Production Drive
SUGGESTION FORM

1376

Subject _____ Date _____

Purpose (state briefly what it is expected to accomplish) _____

Details of plan or machine to accomplish this objective follow: _____

Sample

(Use space below for descriptive sketch)
If necessary use another sheet.

In submitting the suggestion as outlined and described above, I certify that same is of my own origin in its application to Ryan production methods.

When completed drop the form above in Suggestion Box and retain this stub.

IDENTIFICATION
STUB

TEAR OFF THIS STUB AND SAVE IT!!

It is your record that this suggestion was made by you.
Watch the bulletin board for notice of action taken.

DO NOT LOSE
THIS STUB

1376



Production Drive

SUGGESTION PLAN RULES

With the object of improving, wherever practical, methods of manufacture and production procedures, the Ryan Aeronautical Company and the Production Drive Committee invite practical suggestions from Ryan employees. Production Drive Medals, based upon the merits of the individual suggestions, will be presented for those original suggestions which are accepted.

All shop and office employees below the rank of foreman, and those whose monthly salary is less than \$250, are eligible for Production Drive Medals. Those whose specific duty it is to make improvements as a part of their daily work will not receive medals except for suggestions that are in no way connected with their normal duties. Suggestions from those not eligible for Production Drive Medals will be gladly received and called to the attention of their supervisors.

Suggestions to perform ordinary maintenance jobs, such as painting and repairs, as well as suggestions merely to change an operation from a slow machine to a fast machine, are not eligible for awards; nor is the installation of new equipment eligible for suggestion awards while it is in the development stage. No award will be made for suggestions covering subjects already under consideration by the management.

Suggestions must be specific, not general. They must include a definite proposal describing the way an improvement can be made. For instance, a mere statement that a machine could be developed for doing a hand operation cannot be considered. Submit plans and sketches in detail.

It must be recognized that in some cases suggestions which are original with the sender will have been previously thought of by someone else, and the statement of the Suggestion Committee that any suggestion is not a new one must be accepted in good faith, even if the Suggestion is not used at the time and put into effect later.

In judging the value of a suggestion consideration will be given to its ingenuity, originality, completeness and the time and expense involved to perfect, work out, and install the new idea.

Suggestions must be submitted on Suggestion Forms, which are numbered and provided with an identification stub which the suggestor retains. Identity of the suggestor is thus concealed until the suggestion has been evaluated, assuring unbiased action. The sole basis of judgment will be the value of the suggestion in speeding up production or reducing costs.

SHOP SUGGESTIONS cont.

Suggestions of a practical nature will not be considered as criticisms or complaints. That's why we have adopted the policy of using numbered suggestion forms which do not require the name of the suggestor.

All employees are eligible to participate in the suggestion plan system, although those among the executive and advisory personnel will not receive awards. These people are excepted because they have daily opportunity to present their ideas to the management.

Small ideas born in the shop on the field of action, so to speak, coming from men with practical experience, have frequently turned out through further development to be of real production importance. This is why every suggestion submitted will receive serious consideration.

The Ryan Aeronautical Company and its Production Drive Committee need and want suggestions that may lead to improvement of production or design, reduction of costs, improvement of manufacturing equipment, improvement of manufacturing methods, elimination of waste and spoilage, and elimination of accident and fire hazards.

There is no limit to the number of ideas any one employee may contribute, and entries may concern anything from the small detail of one specific operation to general suggestions on the over-all production system.

All suggestions in order to be considered must be submitted on the approved form. All suggestions are judged purely on their merit without the Committee knowing the name of the employee originating the suggestion.

A novel feature about the suggestion system is that the employee with an idea is anonymous until his suggestion has been accepted or rejected. If it is rejected he needn't be self-conscious feeling that somebody thought his idea foolish, because no one will know who submitted it anyway. On the other hand, any personal prejudice or favoritism, real or fancied, is avoided until the final decision has been made solely on the merits of the suggestion.

It works like this. At the suggestion box there are numbered blanks which employees may fill out on the spot or take home to complete and illustrate at their leisure.

Upon placing the suggestion in the box the employee tears off the identifying tag with the number duplicating that on his suggestion blank.

Later the numbers will be posted on the display board above the suggestion box showing those which have been received, and later after consideration those which have been accepted or rejected. Only those who have had ideas accepted need identify themselves by means of the tag they hold.

Every Ryan worker has the opportunity and duty to present for consideration his practical shop suggestions which may help win the battle of production.

Make use of the suggestion system.



G
O
L
F

The third Ryan Golf Tournament was held at Rancho Santa Fe on April 26, 1942, and turned out to be a grand success.

Handicaps will be established from scores made in the last three tournaments and will be used for all tournaments throughout the season.

The first handicap tournament will be held on May 24, 1942, and the place will be announced later.

Prize winners for the April 26th tournament are as follows:

Low Gross - 80 - Bills
\$2.50 in Defense Stamps

Second Low Gross - 88 - Nordlund
\$1.50 in Defense Stamps

Most Pars (7) - Carlson, two golf balls.

Blind Bogies - Adams, Bennett, Brown, Finn, Whetstine, Usler, Burbusse, Peterson and Newman - 50¢ in Defense Stamps and one golf ball.

Betty Phillips, Mrs. Nordlund and Mrs. Finn - one golf ball.

Slim's Pickin's

BY SLIM COATS

NOTE TO RYANETTES:

The shop's most eligible bachelor and one of Flying Reporter's ablest and most regular contributors is no longer a bachelor. After all these months of kidding the gals and boys about married life, Slim has gone and joined up, having middle-aged it himself here a couple of weeks ago. The best to you and the bride, Slim, from the Flying Reporter staff--Editor.

"Mother" is the name for God in the hearts of little children," said Thackeray. A woman who creates and sustains a home, and under whose hands children grow up to be strong and pure men and women, is a creator second only to God. By the time you read this, Mother's Day will have passed, but we are of the opinion that Mothers should receive the same kind consideration every day. Why not write to Mother a little more often.

We've received a bit of ribbing for quoting scripture in several issues (Thanks for reading it) but it is well to keep in mind at this time that three quarters of the population of the world is made up of people who are not followers of Christianity. Think that one over.

We've noticed lately that quite a number of the boys and girls are buying phonograph records. It is surprising how few people have phonograph records of the "Star Spangled Banner." If you haven't one, why not get such a record and start the day off by playing it. We're glad that we are Americans, aren't we?

DON BRAZEE, who used to be one of our better arc-welders, and who is now flying in the Army Air Corps, writes us as follows: "Monday a medium bomber came in here and some of us went out to look it over. After while I thought I'd look at the manifold. What a pleasant surprise. It was made at good old Ryan on May 5, 1941. Not only that, but on one of the lugs was my own welding stamp." Kinda like "old home week", eh, Don?

DICK HARLAN was around passing out the smokes. He's the father of a boy, and is going to call the little fella "weather-strip" because it'll keep him out of the draft. Congratulations, Dick, you're also entitled to another half pound of sugar.

Happy Birthday to G. BOB HARRIS. No matter how old he is, he doesn't look it, does he, fellas?

Our heartiest congratulations to Mr. and Mrs. J. C. SMITH, who are the proud parents of little Georgia Marie seven pounds and four ounces. Thanks for the cheroots Smitty.

D. O. "SMALL STUFF" COVEY suggests that as long as we are to retain the trucks with the square wheels it might be a good idea to grease the floors. Speaking of trucks, H.E. GRAVES was pushing one along too rapidly, it struck a rut, and Graves performed a beautiful swan dive into the truck.

The bowling leagues are over for the summer. MYRT WILDER won a beautiful wrist watch. This enables him to put aside his tools to beat the gang and the whistle at quitting time. LEE PETERSON won a ruby ring for keeps, until his wife saw it. JACK KING won the bill-fold and has been asking "PERFECT CIRCLE" AMISS what it is used for.

Recent visitors to the "pipe benders" department include EARL PRUDDEN, the Dan'l Webster of the firm, and ERNIE MOORE, who was once known as the "darling of the Ryanettes" because of his curly hair. Heaven help you if the girls in the Fabric Department ever see you, Ernie--they're go-getters. Other visitors were GARY ADAMS, who told us the joke about the (censored) and the one about (censored). It's no use, Gary, the censors must be employing the services of "HAWKEYE" BILLINGS. Gary introduced us to JIM BUNNELL of the Personnel Department. Jim was formerly a rancher and raised dates. See if you can raise me a couple with the Ryanettes, will ya, Jim?

"BOB" HARRIS, not being content with pounding manifolds, smacked himself in the mouth with a lead hammer last night. When questioned by this reporter he said, "##?&&?#" (unquote).

Visited DAPPER DAN BURNETT's Experimental Department and found plenty of activity (as usual). But it never dawned on me why he called it a "bee" (continued on page 20)

Meet

BEN SALMON

by Bob Close

I think we are all aware of the problems to be faced after this war. The temptation to refrain from too much planning for the future is not entirely driven from one's mind. However, there are many men in this company who have the unconscious security and poise of the skilled artisan, and have assumed the double responsibility of not only meeting present day production problems but laying groundwork for future expansions and developments, results of which will unfold in the years to come.

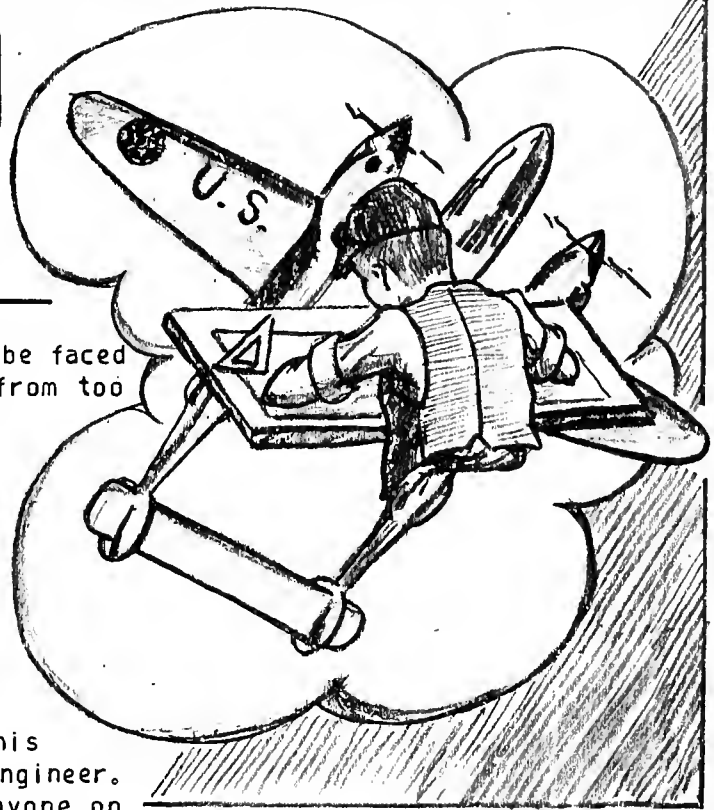
One of Engineering's representatives in this group of skilled artisans is Ben Salmon, Chief Engineer. Tall, rangy, frank and friendly, he meets anyone on equal terms. He is an easterner and a Yankee in the "Civil War" sense of the word, for when one hails from Boston, or nearby Georgetown, one is definitely stamped with that moniker. However, to we moderns he is known as "Ben".

Engineering was a tradition in the Salmon family and Ben very nearly followed in the footsteps of his father's profession as a Mining Engineer. His father made quite a mark in the history of mining gold, tin and silver in South Africa. His career must have made quite an impression on Ben's mind and probably was the strong influence which guided him through high school and college (M.I.T.).

All during this time Ben thought he wanted a degree in mining engineering, but the influence of summer work while in high school, spent as a mechanic to Bob Fogg, barnstorming pilot, had turned his energies into the field of aviation. Flying with Fogg in an old "Canuck" and keeping the old M-F "boat" in condition were not only sources of thrill but a basis of education. Ben's compensation for this work amounted to just that. Later on, however, the financial end made it just that much more of a thrill.

Early in his life's picture his father was killed and since Ben was the only man in the family of five, a major portion of the responsibilities fell on his shoulders--and it was more fun earning a living as a mechanic than carrying groceries anyway.

Getting back to his barnstorming adventures and the story of a forced landing during the "On To Spokane"



race in 1927. Now this particular course had an obstacle--the Adirondack Mountains. Even now this spot is more or less avoided by pilots with modern planes as a heck of a place to have a forced landing. Well, Ben and Bob Fogg picked the heart of these mountains for the logical place to break an oil line. The race ended there with the remains of the plane being trucked away.

Ben's summers while at Tech were spent on the East Boston airport earning enough to eat on for the next year at school. He was in charge of one of the first authorized service stations for the maintenance, repair and overhaul of "Wright" engines.

The depression stopped many, but those who fought it out are at least here to be in this battle. In July, 1933 (that's when the bottom really dropped--as if you didn't know), Ben moved to California where he teamed up with Bert Kinner as Chief Engineer of Security Aircraft, where he

(continued on page 19)

POSTER DESIGN CONTEST ANNOUNCED

Have you noticed the new production bulletin boards throughout the plant?

Kinda give it your personal attention, will you?



NAME _____

BADGE _____

Those sketches submitted in pencil on 8½" by 11" paper which are judged of sufficient interest will be executed by professional poster makers in the 17" by 22" size and if accepted will be posted.

Awards to be made in the poster design contest will be the bronze, silver and gold "Ryan Production Drive Award" medals, similar to those presented for shop suggestions under the revised suggestion plan system. (See illustration page 4.)

In cooperation with other aircraft companies we are arranging for a display of original design posters prepared by employees of other southern California aircraft factories. These will be displayed as soon as received on the special Production Drive Bulletin Board on the wall outside of the first aid room adjacent to the main exit.

The important thing to remember in this poster design contest is that you need not be artistic. It is ideas, not technique in executing the sketch, which will be the basis of judging the entries.

A great factory with the machinery all working and revolving with absolute rhythmic regularity and with the men all driven by one impulse and moving in unison as though a constituent part of the mighty machine, is one of the most inspiring examples of directed force that the word shows. I have rarely seen the face of a mechanic in the act of creation which was not fine, never one which was not earnest and impressive.

---Thomas Nelson Page

NUTS, BOLTS AND RIVETS

BY NOREMAC

BILL JONES is a country storekeeper and lately he went to the city to purchase a stock of goods. The goods were shipped immediately and reached home before he did. When the boxes were delivered at his store by the drayman, his wife happened to look at the largest; she uttered a loud cry and called for a hammer. A neighbor hearing her screams rushed to her assistance and asked what was the matter. The wife, faint and pale, pointed to the inscription on the box which read as follows--"Bill inside."

* * * * *

"Why don't you get up and give your seat to your father, Bobby?" reprimanded the lady. "Doesn't it pain you to see him reaching for the strap?"

"Not in a car, lady,--not in a car."

* * * * *

"So you met your wife in a night club," asked one man. "That must have been very romantic."

"Romantic, nothing," replied the other. "She thought I was working late at the office and I thought she was home with the kids."

* * * * *

The expectant father had driven over to the doctor's and was riding back with the medico.

"This will make your 15th child, won't it?" asked the doctor.

"That's so," the father said.

Just then a duck crossed the road.

"Who's duck is that?" asked the doctor.

"That ain't no duck," the expectant father said.

"That's a stork with his legs wore off."

* * * * *

You can see lots of men who have lost their health trying to get wealthy and then lost their wealth trying to get healthy again.

* * * * *

A man woke up his wife and she complained, "You woke me up out of a sound sleep."

"I had to," he explained. "The sound was too loud."

* * * * *

A college freshman was being severely criticized by his professor. "Your last paper was very difficult to read," said the professor. "Your work should be written so that even the most ignorant will be able to understand it."

"Yes sir," said the student. "What part didn't you get?"

* * * * *

He: Do you believe kissing is un-
healthful?

She: I couldn't say--I've never--

He: You've never been kissed?

She: I've never been sick.

* * * * *

The judge was questioning a man who had a bruised face and a black eye. "Now please describe your assailant," said the judge.

"I will not--I described him once and that's why I'm here."

* * * * *

The Base Ball Season is on.

"If you please, sir."

"Well, Jimmie?"

"My grandmother, sir--"

"Aha, your grandmother! Go on, Jimmie."

"My grandmother and my mother--"

"What? And your mother, too! Both very ill, eh?"

"No sir. My grandmother and my mother are going to see the Padres play this afternoon and they want me to go along."

* * * * *

A traveling man got aboard the train and could find but one seat which was beside a woman. The train started and the man thinking to pass the time with a little conversation, tried to engage the woman. After he had made several attempts, the woman bawled him out and told him that she was not in the habit of getting into conversation with strange men. He settled back and finally went to sleep. Later the conductor tapped him on the shoulder and said, "O.K., Bill, the next stop is yours."

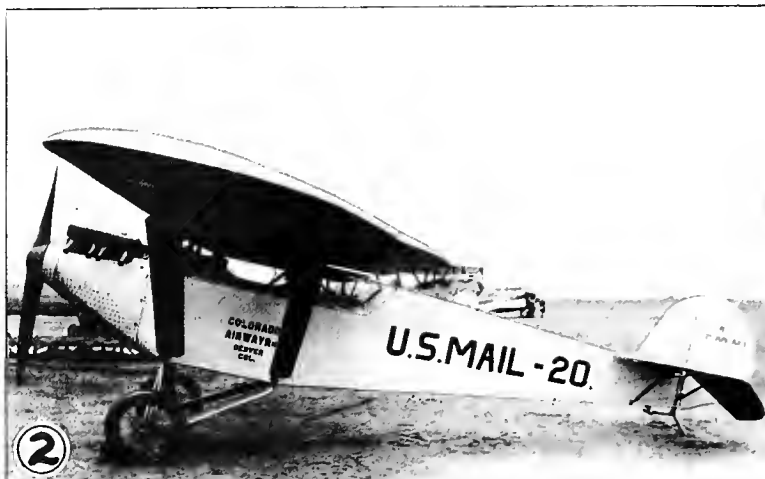
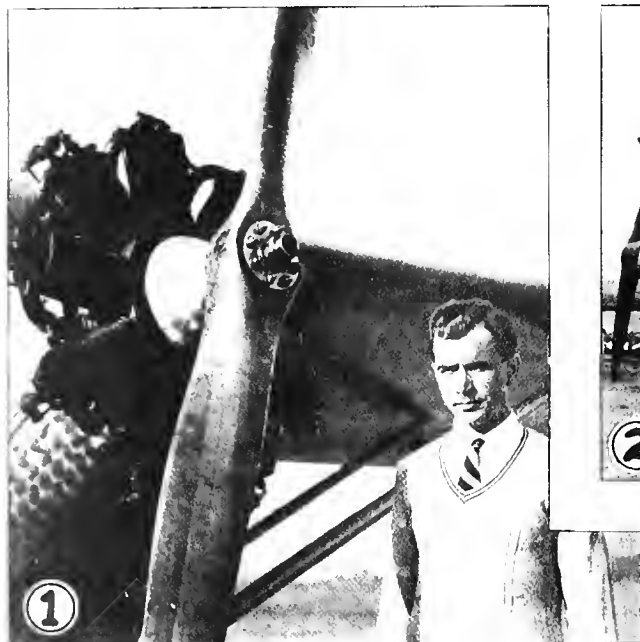
He got up, picking up his belongings, and noticed that the woman had also gone to sleep. He reached over and touched her on the arm. As she awoke she gave him an icy stare. The

(continued on page 14)

1926



TWO DECADES OF



Carrying the Mail . . . In 1926 the Ryan monoplane became one of the best known air mail carriers in the country, but restless Claude Ryan was already planning a new type craft as an advancement on such familiar planes as the super-Rhone powered (1), pictured with Ryan, and the Hispano-Suiza powered M-1s (2). The latter were used by Colorado Airways of Denver, operators of U. S. air mail contract 20.

Soon the Ryan plant produced the "Bluebird," its first cabin monoplane (3). When Charles A. Lindbergh was piloting an air mail route between St. Louis and Chicago, his attention was attracted to the Ryan monoplane type for possible use in the transatlantic flight he was planning. Note the similarity of external appearance between the "Bluebird" (4), the open cockpit M-2 (5) and the "Spirit of St. Louis."

At the close of 1926, Ryan, a veteran aircraft producer at the age of 29, when photo (7) was taken, sold his interest in Ryan Airlines, Inc., his original operating and manufacturing company, but agreed to stay for a minimum of four months as manager. During this period the stage was being set in San Diego for aviation's most epochal achievement, Lindbergh's hop from New York to Paris.

In January, 1927, Ryan received a telegram from Robertson Aircraft of St. Louis asking if the company could build a plane capable of making a non-stop transatlantic flight. After brief engineering calculations were made, and the company was sure it could do the job, an affirmative reply, with delivery date, was sent to St. Louis. In a few days, Charles Lindbergh made his appearance in San Diego, and work was started on the "Spirit of St. Louis."



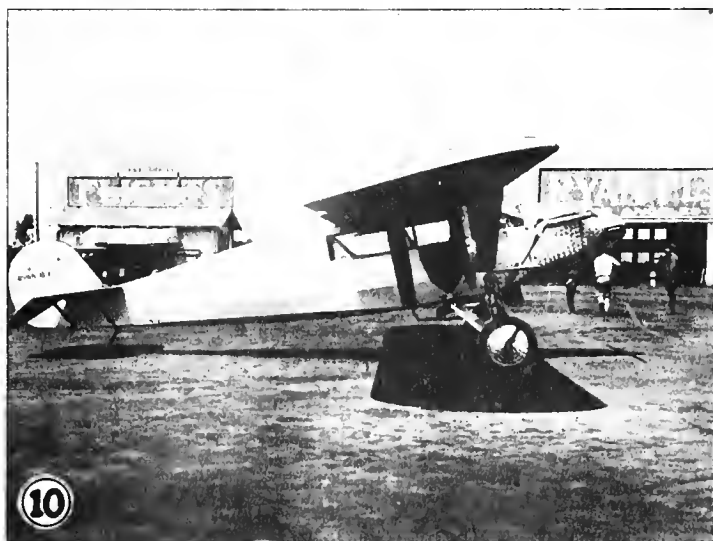


History in the Making . . . Lindbergh's plane was completed in the agreed period of four months almost exactly at the same time that Claude Ryan completed his active part in the original concern.

The New York to Paris flight was to most people merely the ambitious dream of a courageous young man, and few of those who saw the "Spirit of St. Louis" wheeled out from the Ryan hangar in San Diego the day it was test flown (6) realized they were witnessing aviation history in the making.

The "Spirit of St. Louis," shown with Ryan (8), and the "Gold Bug" (9), the first Ryan Brougham cabin monoplane, built by the Ryan Airlines company for Frank Hawks, most noted speed pilot of his day, were predecessors to the most widely used of all Ryan planes built in the romantic era of the 1920s—the Ryan B-1s, some of which are still giving service in remote corners of the world. One model, powered with a Hispano-Suiza engine, is shown in picture (10). Much of the engineering work on the Brougham was done on week-ends by Jack Northrop, famed designer, whose name since has become synonymous with outstanding combat craft. The Ryan B-1 was considered one of the most efficient aircraft ever built for the commercial functions to which it has been adapted for a decade and a half.

The years 1926-27 marked the end of the formative period in T. Claude Ryan's career in the aviation industry. Following it was an interim of adjustment that finally led to the establishment of the enterprises by which Ryan is known throughout the nation today—the Ryan Aeronautical Company and the Ryan School of Aeronautics, both essential units of the nation's war effort.



WHAT GOOD IS A MACHINE GUARD?

All our machines are well guarded and, believe me, all the guards stay in place all the time they're running!

A new time card showed up in the rack this morning for John, and like all newcomers Rusty started him out with some good advice about machine guards.

Rusty told John that our company had spent a lot of money to make our machines as safe as possible.

Also that this wasn't because the boys here didn't know how to operate the machines, as most of them have all the answers.

Rusty went on, "Now, John, all of us know better than to put our fingers in between revolving gears, or into a turning flywheel or between the dies of a press.

"But the trouble is that sometimes we forget to remember!

"You see, John, we know what a machine will usually do, but we don't know always what a human being will do.

"Some day you may be absent-minded, or a little sick or worried about something. You won't be quite as fast or alert as usual. That's when your hand or some other part of your body may get into some place it shouldn't be.

"That's when a machine guard pays for itself a hundred times over--by saving a finger, or a hand or an arm or a foot or a leg.

"So you see, John, these guards have been put on to protect us. But they won't do anyone any good if they're on the floor or hanging up on the wall. The guards have got to be kept on the machines.

"I know you want to take care of yourself, your folks at home and your future. That's



the best reason there is to use the machine guards that you'll find here."

That's what Rusty said and it all adds up to good horse sense.

The man said, "You'll pardon me, madam, but I just wanted to say good-bye. This is probably the last time we'll ever sleep together."

* * * *

Uncle and niece stood watching young people doing a modern dance.

"I'll bet you never saw any dancing like that when you were a young fellow," said the niece.

"Once," he replied. "Then the place was raided."

* * * *

Here's a toast to the Jap Navy---"Bottoms Up".

* * * *

"Well, I'm going to get married at last," said one girl to another, "but he's picked out a funny place. He says he'll marry me in Pig's Eye."



MORE NUTS,
BOLTS AND
RIVETS



Since our mouthpiece Ken Murray left the fold some months ago, little has been heard of from this department. Here's hoping I can get up enough steam twice a month to beat the deadline.

The ship welding department has a \$25.00 War Bond drawing every Friday at lunch, which keeps us wondering all week who'll be the lucky winner. Was just counting on my fingers and found out that by the end of the year we will have invested \$975.00 in our Government. The winners to date are WEE WILLIE WALTERS, G. M. BOWMAN, J. SUMRALL and the writer.

Heard from our old pal JOHNNIE CONNORS last week-end. He's in the Navy now and is stationed at (censored) with his younger brother Bob. Johnny asked me to say hello to all the gang.

I hear by the noise in Manifold Welding that CHIEF CHRIS is back on the first shift. Guess two hours wasn't enough time to make all those drive inns. Was it Chris?

Heard a story about a hero the other day. Seems BILL BINGHAM and a few of the boys from Heat Treat were trying their hands at a little early fishing on a dock by the yacht basin. A boy and girl about 14 years old were playing on the end of the dock. The boy started running back; the girl tried to catch him and stumbled and did a turn and a half into the bay. Bill saw the splash and, not knowing whether she could swim or not, dove in clothes and all. He found her under two feet of water, and after a great deal of effort, managed to get her across the bow of a small boat anchored off shore. With a heavy tide coming in and with all his clothes on, he couldn't get back to the dock. Her father came and got them with a row boat.

The father was so grateful he offered Bill anything he had. Our hero, being a real hero, only wanted to get warm and his clothes dry, which was taken care of by the girl's parents.

PAUL VEAL has a real Victory garden started, but he doesn't know whether he's raising go-phers or vegetables.

Hey, Webster, don't forget us when you start wearing a shirt and tie. We'll all miss your smile out here.

I hear that JACK DENNIS, our wonder boy, is doing his bit
(continued on page 23)

WE NEED YOUR HELP

The Production Drive Committee is anxious to honor those Ryan employees who have left the Ryan Aeronautical Company to join the military service--Army, Navy and Marines--by erecting an Honor Roll Bulletin Board showing the names of those on the battle lines together with the branch in which they are now serving.

Perhaps the man at the bench next to you has been called or volunteered for service. You can help to honor him by providing the Committee with his name and information you may have as to the branch in which he is serving.

The form below is for the purpose of compiling the list of workers who have gone from Ryan directly into the service.

After the honor roll board has been placed, it is sincerely requested that any employee who may note the unintentional omission of any worker's name who is now in the Army, Navy or Marines, write the name and turn it in to personnel department in an envelope marked for the attention of the Production Drive Committee.

RYAN HONOR ROLL LIST

Please list on the Honor Roll of Ryan employees in the services the names which appear below:

Name	From Dept.	Now in (Army, Navy, Marines) (Indicate which)
------	---------------	-----------------------------------------------------

Please turn the completed form in to Personnel Dept.

THE SECRETARY OF THE TREASURY
Washington.

April 25, 1942

Ryan Aeronautical Co.,
Lindbergh Field,
San Diego, Calif.

Gentlemen:

Since the Defense Savings Program was launched in May 1941, events of far-reaching importance have occurred. To preserve our very existence we have been compelled to wage war upon far-flung battle lines. To maintain these lines, the President has said that during 1942 we must produce over 60,000 planes; 45,000 tanks; 20,000 anti-aircraft guns; 8,000,000 tons of shipping; in addition to mobilizing, training and equipping millions of fighting men. Upwards of 50% of our total productive capacity and an equal share of our national income must be diverted to making war materials.

When bonds are purchased with savings out of current income, such savings help to reduce excess consumer income which if spent for a limited supply of consumer goods would tend to force prices up. It is for this reason, among others, that we are going directly to the people for as much as possible of the money needed for the war.

It would be difficult to say exactly how much we can borrow directly from the people. We cannot, of course, hope to borrow in this way all that will be needed. Nevertheless, some definite objective is desirable if we are to have a standard by which to measure our success.

We have, therefore, set as our goal for the twelve month period beginning July 1st, the sale of United States Savings Bonds having an initial cost value of not less than \$12,000,000,000. This will be equal to slightly more than 10% of our estimated national income during this period.

If we are to reach our goal, an average of a billion dollars a month, we shall have to increase this rate of sale by approximately $2\frac{1}{2}$ times. This should not be difficult to do in view of the rapidly increasing national income and in view also of the fact that the supply of many commodities upon which people would normally spend their income will be restricted by the demands of war production.

The most effective single method for promoting the systematic purchase of United States Savings Bonds is through the payroll savings plan. Already nearly 50,000 firms in the United States employing a total of almost 20,000,000 people have made such plans available to their employees. You are among those who are cooperating in this program, and I am writing to you, not only to thank you for your helpful cooperation up to date, but to ask for your increased effort in the future.

TIME IS SHORT. The ever-increasing demands of our war machine create an urgency that we cannot escape or evade. To raise the billions which we now need to win the war, and to do all in our power to check inflation, we must raise our sights. I am suggesting, therefore, as a total or quota for those administering the payroll savings plan, that AT LEAST 10% of gross payroll be set aside by the employees for the purchase of United States Savings Bonds.

We are still a long way from that goal. Among the nearly 50,000 firms having a payroll savings plan the average participation at the present time is about 45% of the employees. (We at Ryan have only 15% participation--Editor) If we consider ALL of the employees of all the participating firms, only a bit more than 2% of the gross payroll is now being invested in Defense Bonds. (continued on page 18)

85 % OF US ARE ASLEEP!

JOIN UP NOW TO BEAT THE BUMS WITH BONDS

On the opposite page are excerpts from a letter which the Ryan Aeronautical Company has just received from Henry Morgenthau, Jr., Secretary of the Treasury, outlining the necessity of wider participation in the War Savings Bond Plan through voluntary Payroll Allotment.

To put it bluntly, the record to date in the Ryan plant is extremely poor, since a late check-up with the payroll department indicates that only approximately 15 percent of Ryan workers are enrolled. Apparently 85 percent of us here at Ryan still aren't taking the war seriously enough!

How does it make you feel as a war worker to learn that one other aircraft plant, as a typical example, has 93.7 percent of its employees subscribing?

Here is a typical group of their departments and their percentage of participation

Dept. No.	Percentage
51	90.0
52	100.0
53	94.7
54	86.9
55	100.0
56	100.0
57	100.0
58	91.7
59	96.2

Makes us as individuals look pretty complacent by comparison, doesn't it?

The payroll allotment plan has been set up to provide minimum deductions of 50¢ for each weekly pay period for most workers. Is there any one among us who can't afford to give up the price of one movie a week in order to demonstrate our patriotism and public spirit by enrolling for the War Savings Bond Plan.

Larger deductions than 50¢ a week are of course desirable, but 100 percent participation on the minimum weekly basis is certainly not expecting too much from war industry workers. If we cannot attain the ten percent of income goal suggested by the Government, we can at least strive for a very high percentage of participation.

Direct solicitation of employees has not been used to date in the war bond plan, and it is hoped that this type of solicitation will not be necessary, but undoubtedly we all

understand that the Government is considering the necessity of compulsory savings by a regular deduction from employee checks unless voluntary participation reaches a higher level than has thus far been indicated.

Let us review again the advantages of enrolling for regular payroll allotment deductions for War Savings Bonds:

1. It will help the war effort.
2. It provides a systematic savings plan.
3. You can get your money when you need it.
4. Your money earns a high return.
5. It is the safest investment you can make.
6. The time to save is when you are earning regularly.
7. Every dollar you save instead of spend keeps the cost of living from rising.
8. Money saved now will give you a reserve fund to absorb the change back to peace time conditions.

The working men of America have as much at stake as the men in the Army, Navy, and Marines, except that the bulk of the men in the fighting services are being paid \$21.00 to \$35.00 a month, whereas industrial workers are receiving in many instances several times as much a week.

The men on the firing line are giving up positions they have taken years to attain in civil life, while those remaining in industry are in a position to improve themselves in their chosen field. Certainly none of us on the production line wants to do less than our full share to support with our money as well as our toil those who may have to give up their lives for our freedom and that of our families.

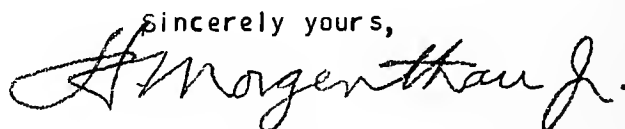
IT ISN'T ENOUGH TO GIVE OUR FIGHTING MEN PLANES. THEY MUST BE SUPPORTED FROM OUR EARNINGS AS WELL.

Complete information on the payroll deduction plan for War Savings Bonds is obtainable through the personnel department or directly from the payroll department.

In conducting a drive for increased participation at higher rates of saving, the friendly active cooperation of the workers themselves is of the utmost importance. Organized Labor - including the American Federation of Labor, the Congress of Industrial Organizations, the Railroad Brotherhoods and their constituent unions almost without exception - has pledged its full all-out support of this program. Employers must remember that it is the money of their employees which is being invested in Savings Bonds through payroll savings plans and must encourage in every way possible - by joint committees or other methods of cooperation - a spirit of partnership and joint loyalty among all the good American citizens participating. Working together, management and labor can not only insure the success of this most important war effort, but can lay the foundations for improved industrial relations which will bear increasingly rich fruit in the years to come.

I want to express my appreciation again for your generous cooperation thus far. I know that in the months ahead you will not fail.

Sincerely yours,



Secretary of the Treasury

FROM THE COMMANDER

OF THE *El Cajon* LOST BATTALION

I note that there does not seem to be any one of the Ryan Police Department contributing to your columns, so wish to take this opportunity of availing myself of the very esteemed privilege of becoming one of your co-workers.

Just a little inside information about Cops at the plant and their ability to shoot the bull. We wondered why it was so dusty out here lately? But after observing HATFIELD, WILKIN, and some of the other Plant Police practicing on the pistol range back of the hangars here at El Cajon Airport, the mystery is solved.

The farmers for miles around will not have to plow or prune their trees if they will only furnish Hatfield with plenty of ammunition.

JACK "THE HAWK" BILLINGS is back in our midst again. Ask him why he does not eat at Coleman's Chicken Shack any more?

Who is the test pilot often seen hanging around the cosmetic counter at the Whitney department store?

I wonder if I could prevail upon my friend SLIM COATS to take a fellow traveler out to La

Jolla Club with him the next time he goes out for dinner?

I promise not to embarrass him too much. I solemnly swear to not eat with my knife, drink from my saucer, flirt with the waitress, or his wife, discuss taxes, talk about my operation, drink out of the finger bowl, or to embarrass him in any way whatsoever.

Oh for a Kodak snapshot of a certain ex-Navy Chief of the Ryan Police Force while horseback riding in the neighborhood of the Big Chief Riding Stables Sunday afternoon, May 3, 1942.

Fellows and Gals: Ask CAPTAIN NORRIS to show you his collection of pictures of "Big Chief Pottawatomie of Sapulpa, Enid and other parts unknown" CLINE, our pistol expert of the Ryan Police Department, also the wild goose hunter of Tower #1.

I will try to give the guys and gals a little competition in slinging the bull for the Ryan Flying Reporter from this date on.

THE BLACKOUT

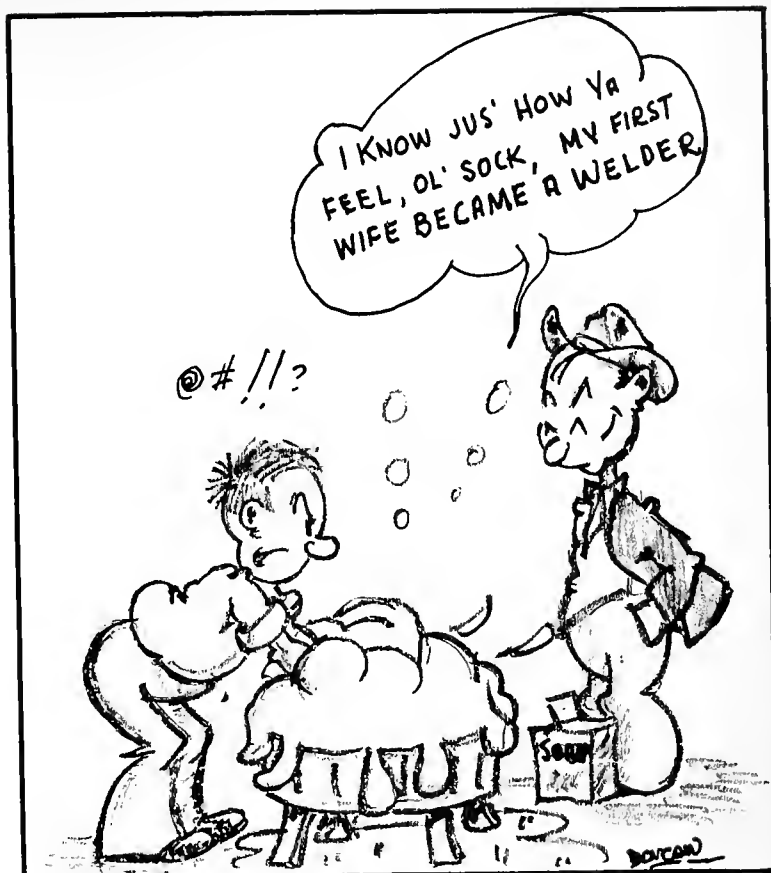
We had a Blackout the other night.
There was no panic, or any fright.
No one knew that danger was near
Till whistles and sirens pierced the air.

So the lights went out and someone said
"If the Japs get here alive, we'll
send 'em home dead."
Now that's the spirit of the Ryan crew--
We are proud of our men, each one of you.

Now courage like that will win this war
And the Axis powers will be no more.
Then we'll all go home to Ma and Pa
Who live down south in Arkansas.

But until the day the war is won
We'll do our part, each and every one
And speed up production if we can
For we hate those guys of the Axis clan.

R. V. Edwards



MEET BEN SALMON cont.

worked on the "Airster", the original design of which, incidentally, was executed by Millard Boyd and Will Vandermeer.

With Dick Dupont and Hawley Bowlus in 1934 Ben helped to obtain the first "legitimate" A.T.C. ever issued for a sailplane with a "Corker" of a design. The present CAA requirements for gliders are based on those set up to govern the design of the Albatross and Falcon.

In the armament group at Northrop in early 1935, Ben was in charge of the layout of an automatic guncharger, the predecessor of a device now used on most remote machine gun installations.

With the late Tom Van Stone at Airplane Development Company he shouldered half the responsibility of stressing the original Vultee V-11 attack plane. When Van Stone was accidentally killed in a plane crash, Ben carried on as Chief of Stress. In the fall of 1935, he was loaned by Vultee to Kinner to serve as Chief Engineer until June of 1936 when he returned to Vultee by then moved from Glendale to its present home in Downey. There together with Ernie Bruce and Walt Hite, a little dream was born in the form of a twin

engine interceptor that was submitted to the Army for approval and turned down.

In January, 1937, Lockheed became his workshop and there a little gem known to all as the P-38 interceptor was born. Ben was Project Engineer for 3 years and did his part well.

Back east in 1939 at Martin as Project Engineer he worked up the twin engine bomber "187", named "Baltimore" by the British. This was the successor to the "167" "Maryland" which had previously been designed for the French and later taken over by the British.

Coming west again in 1942 we find him in our midst as Chief Engineer and, with Millard Boyd, Chief Development Engineer, has laid plans for future developments which will show results in years to come.

Now I didn't ask what Ben thought about the future of this company, but I caught a statement which did sum up his reactions, and I quote,--

"Men in key positions in the industry have no greater responsibility than that of teaching and making available their knowledge to all those whose talents show promise, but need development!" He is giving to the company and his country the best that is in him. More than that no man can do!

SLIM'S PICKIN'S cont.

hive" until I saw the honey in the office. Now I know what Shakespeare meant when he said, "And those eyes, lights that do mislead the dawn--". Her name is THELMA FRANKLIN and she's from Michigan, which makes a bunch of liars out of you guys who claim that all of the beauties come from Texas. We know what comes from Texas, only we have another name for it.

Dan's boys all chipped in and bought a large American flag (there's no law against being pro-American is there?) for the Experimental building.

Dan's chest is way out to here as he shows you around and introduces you to STEVE ORBAN, who is in there pitching regularly; BUD MIESNER and the rest of the gang.

MAJOR FRANK PAGE has had the cast removed from his leg and is ready to kick the gong around.

Before you can get in to see Dan, you have to talk to NORECE KIRKSEY and little AUDREY BAY. This is distracting, no less than somewhat, because after you see the girls it's hard to remember what you came for. Well, all right, you don't have to believe me; go find out for yourself.

Had lunch with BILL WAGNER, our editor, and a choice bit of steak it was too. The reason I mention this is to show you guys that I'm still eating every once in a while, even if I can't afford it myself.

GENEVA "DAZZLE DISH" GRAY nearly cost the lives of ELVIN WOLFE, MARTIN WEIR, "BOB" BUTLER, GEORGE RODGERS, CARL SCHWEND, and RAY MORKOWSKI. The Dazzler was tripping merrily along the street and the aforementioned men were waving trying to attract her attention, when Ray, the driver, turned left in front of a fire truck. Don't ask me what the fire truck was doing there.

CARL THOMAS and brother RALPH were out cycling when Ralph pulled an "Okie" (turned without signaling). After the bikes and riders were sorted out, Carl's legs were marked up like a fire sale. When they were kids, the only way the folks could tell them apart was to stick a finger in Carl's mouth, and if he bit, it was Ralph.

FREDDIE SOUTHWELL has had two boys fighting in the Philippines, and has never heard from them since the war. Last week the Government notified him that one of his boys was back in action on Corregidor. (Slim's column was written before the brave, outnumbered and undersupplied fighting men of Corregidor finally gave up.--Editor)

The Personnel of the Manifold Department and the entire Company joins in expressing our sincere sympathy to Mrs. Ruth Schindler in the hour of her bereavement.

We are all going to miss the Chief--those who knew him well, those who worked with him, those who knew him only as a personality. He was never too busy to respond with enthusiasm to each joke. His life of loyalty, cheerfulness and kindness endeared him to all who felt his presence.

I personally had known Eddie for about four years as a friend. However, I do not feel that I have lost a friend, but rather that I have one more waiting for me on the Other Side.

Slim Coats.

Someone ought to tell the Happiness Boys, RUPERT and JARDINE that there is no percentage in driving out to State College and back every day, unless they intend to do some studying or something. TEX ROWLAND'S bringing the home town newspapers to work with him to show the boys that his niece, Mary Lee Van Meter is Queen of the '89er Celebration this year at Guthrie, Oklahoma. And a very peachy Queen too, according to the news photo.

BUTCH ORTIZ: "Where have you been?"

P. J. KLASSEN: "In the phone booth talking to my girl, but someone wanted to use the phone, and we had to get out."

Ever notice the clever signs at the Tool Crib (as if you didn't). One looked like a nude girl until you lifted it up and it said, "Buy Defense Bonds." And the other said, "May 10th is Mother's Day, send her a check." Nice work, fellas; if Dapper Dan could see them he'd give you an orchid.

The swing-shifters dance must really be a success. Cause on Monday, DOC MULLINS office is jammed with aspirin customers. Don't ever cut yourself, or you'll bleed to death before he can get to you. I cut my thumb the other day and read a detective story while I was waiting. Imagine my dismay to find it was continued in the next issue. I'm going to have to cut myself again to read the solution to the crime. (continued next page)

FRONT VIEWS AND PROFILES



BY RAY MORKOWSKI

If you should stroll through the Manifold department during lunch don't get frightened if you see a body on the inspection table. It's not a corpse; it's JAMES CARL "JAYSEE" "JAKE" SMITH. To further identify him he uses a block of wood (soft) for a pillow and is wrapped in his dog's chewed up leather collar. But don't laugh, boys, you too would do the same if your wife had a baby daughter at five in the morning and your work shift was changed the same day from an eight hour jaunt to a ten hour march.

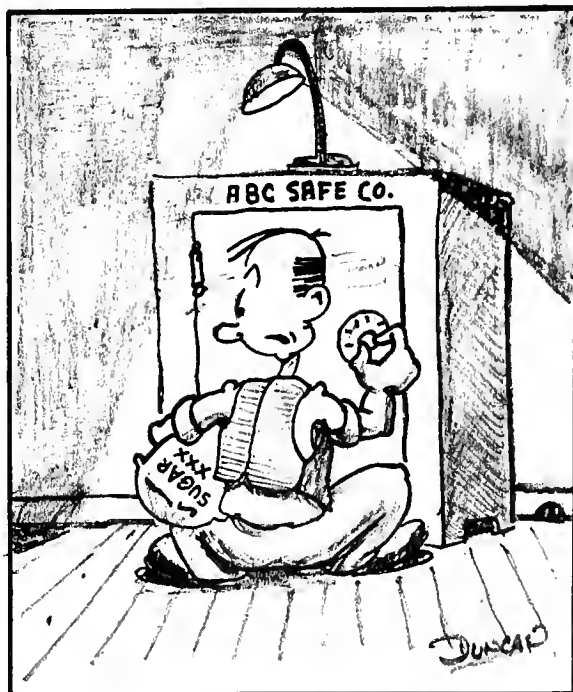
Smith was born in Gatesville, Texas on August 12th, 1900, and attended school in Sinton, Texas. His aircraft experience goes back farther than anybody in the employ of Ryan (I think), for at the tender age of 12 he flew as a guest of Eddie Stinson of aircraft fame in a Wright pusher plane--an experience he will never forget and all of us will envy. He remembers the prop was run by chains and sprockets.

"Jake" joined the army in 1918 and served in the Phillipines for almost three years. The first sign of his allergy for keeping awake was as the chauffeur for General Johnson Haygood who had the Japanese General Kanapa and his interpreter as his guests. They were traveling on the road to Bagio (incidentally the very same road that the Japs took in conquering the Phillipines) when Smitty fell asleep. He woke up just in time to see a "huge ditch" right in front of him and braced himself for the crash only to find that it was a dip in the road. It's a very fortunate thing that his passengers were not aware of this or Jake would never have received those gold cuff links as a token of appreciation.

Another time with only General Haygood as a passenger he saw a "wire" stretched across the road and ducked behind the dash to keep from having his head chopped off but on closer investigation he found that an eyelash had fallen into his eye. Needless to say he was not decorated for his failure to warn the General who after an explanation of Smitty's queer antics wanted to know "Where do I fit in?"

When Smith came back to the States he homesteaded in Arizona and his property lies in a proposed irriga-

tion project which will make it well worth the time and effort he put in to keep it. He was married in 1929 and has three daughters and one son, the third daughter arriving just in time for this publication. His spare time is spent in selling water from his spring on the side of a hill to customers all over town (plug). Checkers are his hobby and when he retires he would like to use his knowledge and his keen analytical ability to help younger people through life.



But getting back to the dance, I don't think I'd care for it anyway. ERNIE FIELDS tells me that the only difference between dancing and wrestling is that in wrestling a few of the holds are barred. Anyway, I'm an expert on telling other folks what to do and how to do it, but when it comes to doing something for myself I don't know enough to shake potatoes out of a sack. One more thing--those scars on my face are not from arguing with the wife at the breakfast table. I got those from eating dinner with a knife during a blackout. (Trump that one.)

Machine Shop Duds

by Donald Dudley

All right, fellows, for two months now many of you have been urging yours truly to write up the Machine Shop.

Should this first effort prove to be a failure, then I'm sorry....they say news is where you find it! If you are not caught the first time, think nothing about it for your turn will come later. Yours for a bigger, better magazine.

* * *

It seems as if the hard boiled school of realism is catching up with the Machine Shop...so many men think! But what think the Ryanettes? That's the important question. It also has two sides...their side?

No fooling, Tooling has a new machine operator. Oh boy! Does she make the sparks fly.

DOROTHY HERMANSKI's change of work is not entirely accidental. Deliberately she chose Ryans and concludes that it is a good place to work.

A deft twist of the little crank and the sparks fly from the emery wheel. After all, is not emery dust kin to star dust? She is all aflutter with interest to do a piece of work well. Well, that's swell. And she can claim the distinction of being the first to hold down such a position at Ryan.

But just the same, stranger sights have never been seen than 1740 doing her bit...bit by bit, while operating the surfacing machine.

* * *

It has been related that often times a little sweet-oil mixed in will make a mouse stronger than an elephant.

However, for the past few weeks THELMA WILSON has been wrestling with the delicate mechanism of the "Rockwell" machine. At first the sight was so unusual that many appeared to watch the strange performance of mystery. Whenever the dials commenced to swing around, many bystanders stated that it made them feel slightly dizzy! This vexed the operator until she too felt like screaming. Cheerio, lads, now she takes it with a smile.

To those individuals slightly unfamiliar with the precise operation of this type of apparatus, it is supposed to test the degree of hardness of metallic objects or surfaces. In this respect anything of a metallic nature can be tested. Half dollars and quarters, for example, test to 24,000. After the test is made parts are either accepted or rejected for production runs.

At first introduction to the machine the operator states that there were so many things to be done at one and the same time she grew slightly discouraged. Finally this condition

wore itself away.....she's here to stay.

Sweet-oil and Perseverance did the trick.

* * *

Talk about a new broom sweeping clean. Our janitor can make any old broom pop its whiskers whenever he commences to swing wide...wide and handsome, he calls it.

Then, it's either a case of move or be moved. Everybody has their choice. Whoever saw such devotion? His philosophy is: It's either a case of giving it to her (the floor) or being told in return. Toes up, boys. Guard those boots whenever old brooms commence to sweep clean.

* * *

Doc, in the drill press line, has been scratching his head very much of late. At first we wondered. Fooled again! It's because he has been concentrating on laying our new models for tooling. Some undertaking, he assumes. But still he sobs because cold iron, he feels, is not overly responsive. It fails to bend to his will, sometimes. Perhaps it's due to too many simple distractions. Who knows? However, we must pay tribute to his humble consistency, noting the fact he's always busy.

* * *

Fellows, do you want the low down about this new strawberry blonde who's been setting Ryan employees up on their eyebrows? Well, in pursuit of health, wealth and misery, I chanced to take myself out for a walk to get the dope from someone that might know. All I could find out

(continued - page 27)

BANG! BANG! P-f-f-

BY "DOC" MULLINS

Slim Coats ran a story a few weeks ago, 'Bout a guy, a hammer and a thumb--and so, To keep the record in order, I'm thinking, A few more details about the "thumb clinking".

The gist of the story as written by Slim, Was a very good start, I'll hand it to him. It told of a guy who had pelted his thumb, Then repeated the dose while it was still numb.

The first pelt sent him to the "Hall of First Aid". He didn't look worried and seemed unafraid. Not bothering around for a coat or a hat He made it to first aid in about "nothing flat".

Then after some treatment of mostly fresh air, Felt "fit as a fiddle"--"Boy! that was some scare!"

Went back to his work with a vow in his mind Never to do anything else of that kind.

He picked up his hammer and held out his thumb, Re-smacked it so help me--Oh boy! Was he dumb? His smacking it once would make most of us ail, But this second pounding made even him pale.

When starting for First Aid, his legs wouldn't go,

So all he could do was sit down or go slow. He up's and decided that a little of each Would fit his condition, so down on his breach.

After several such hops he finally arrived Looking, for the world, like a man who had died. His race to First Aid reminds, though completed,

Of one where the "Hare and Tortoise" competed.

The "Hare", you remember, became very tired, Lay down by the roadside and nearly expired. And so did our hero, enroute to First Aid-- His eyes were O.K. but his skin sure did fade.

With these gruesome moments still fresh in his mind

He must be more careful the young man opined. The next time he pounds on a piece of stainless There'll be no sore thumb for First Aid to dress. Yeah!--He'll live--never mind the flowers.

GASARC cont.

for Uncle Sam. He's an Officer in the Civilian Air Patrol for San Diego. He's been working pretty hard trying to get things rolling. His future wife will be coming out here in a few weeks and he already has a nice little place all fixed up for his bride to take over. Here's wishing you plenty of luck.

THEY COULD HEAR PLENTY cont.

uttering. But they simply ignored us, although we had plumped down in their very midst. They kept right on talking.)

In response to an individual who was discussing working hours another pointed out that overtime was to be reduced at his plant. "A lot of guys are gonna quit and go back home when that starts," he said.

The ferry splashed gently into its slip on the San Diego side. In 10 minutes we had been informed publicly how many planes had gone through one department, the fact that less went through another, what material shortages there were, where the bottlenecks were, and the threatened diminution of the ranks of labor as result of overtime reduction.

We hadn't done it surreptitiously and, in fact, had subtly attempted to discourage the loquacious artisans by practically waving our notebook in their faces.

Of course, we dismissed all the information from our mind because since it came from a group of mere rank and file workers, it could not possibly be accurate, and hence not dangerous. Besides, they've been instructed on just what they can say in public, and in what tone of voice, we felt assured.

But we admit today we're still somewhat confused. A friend sidled up to us and said, "I got this straight from a fellow who works in the factory." In street cars and buses, at parties, in bars, and on the street, we kept getting it straight from a guy who either worked inside the plant or knew one who did.



"X" MARKS THE SPOT

by DAN BURNETT

Well, here we are again, folks, working like little beavers trying to beat time and troubles. We can conquer troubles - in time - but there we go again - time. Some big men in this world have tried to beat time, but so far the only way to do it, is to music.

If you think experimental is not a tough job witness the fact that we have two men with their legs in casts. DICK WILSON with a broken leg and MAJOR FRANK PAGE with a twisted knee. No, it did not happen here. We have a fine safety record so far.

And now for our little bouquets.
Orchids to: Carpenter JACK PEAT and his boys. The lumber rack is O.K.

Orchids to: Inspection. BERT HOLLAND, GEORGE DEW, DON WILCOX and their assistants. BILL BILLINGS, MAJOR CANNON and MR. ORBAN for their hearty cooperation in our troubles.

Orchids to: Firechief DAN DRISCOLL for getting us fire equipment for our new building.

Orchids to: Tooling. ERNIE FIELDS, for the tooling we need so badly.

RYANETTES _____ Tom & Gerry

Late again. Holy Smoke! Where does time go? It seems like we just rustled up last issue's job and here it is past due all ready. Speaking of rustling news, we'd like to have a little help from the other girls in getting the news into the magazine. If you have any choice morsels, just put them in an inter-department envelope and shoot them to either one of us. (You know who we are, I trust?) It would really be appreciated, girls, cause it's close to impossible for us to get over to the other building for news. Can we count on you?

We all want to extend our deepest sympathies and regrets to Mrs. Schindler and family in their great loss of husband and father. He was a fine man and will be missed greatly by all of us.

BETTIE FORBES came back from Washington, D.C. with more adjectives than could be printed in a week about her trip. I don't see any love light shining although there must have been some pulling force back there. We wonder?

Speaking of Bettys, MISS BETTY HINES is no longer a Miss. She took the final leap a few

BOBS BUMPS

by G. "BOB" HARRIS

This is my day to get on the beam again (I hope) so I will try to entertain you with a little news and a lot of dirt.

Have you heard--just as if you hadn't--how many of our near notables are going in the Civil Air Patrol? Well, if you haven't heard I will let you in on a few names that will probably go down in history.

SLIM "BROTHER" COATS, who has had many years flying experience up and down Hollywood Boulevard, and STALMAKER (sounds like something that works on a ship), plus DALE FARRIS and JENS NEWMAN are all enthusiastic members, in spite of having to be mugged and finger-printed.

Another flyer, CARL THOMAS, who has had many hours time, some of it upside down, is also in there. You should hear him tell about the time he was in--yes, of all places--Kansas. He and his buddy were flying the old biplane and didn't know where to land as they were headed for the cab on a passing freight train. They missed the train and landed in a barn yard. However, Carl, I hope you make out O.K. in the C.A.P.

JERRY decided working the jig was no job so he got in an auto accident and broke his arm so now he has been appointed clerk and stenographer to our foreman of the second MR. ORTIZ, "BUTCH" to youse guys. Good luck, Connelly.

Our friend WILLIS "BILL" BICE is really having a time with that new stack, or is it the inspectors? I really don't know which is getting in Bill's hair, but it sure turns grey. Don't let it get you down though, Bill.

To the guards: We are mighty sorry to hear that you lost a swell captain. We fellows feel we have lost a fine friend.

To "SATCHEL" SMITH: We appreciate cigars and you should be a very happy man. However, may I suggest you move into a new neighborhood.

weeks ago. Good luck, Betty.

We've had more visitors over here than a scoop shovel on Broadway in New York lately. Must be the hammering, painting, cussing and discussions that went on over here. Anyway, we are all moved in; except for the smell of paint, we are at home. Pretty nice to be able to stretch for a change. (We can breathe, too.) Come over and see us.

FABRIC HIGHLIGHTS

BY DOROTHY KOLBREK

Hello Gang--just a little note to tell you so long.

There's a great big spot in my heart for all of you and I guess there always will be. Seems like I ought to be at least three or four people 'cause there's been so much friendliness and warm generosity thrown in my direction that one person ought not be able to hold it all.

Sometimes I felt like pretty much of an upstart, but the gang didn't treat me like one. They were swell and that goes for the Flying Reporter and its staff as well as the folks who worked with me. Dog-gone this is one of the times when words fail ya.

One thing that impressed me so deeply about Ryans is that you could walk down the aisle and everyone seemed to know you. Everybody has a warm smile and greeting.

Saturday, May 2nd, was a big day for MORGAN. He came rushing in the plant, passing out cigars, all worn out. The mother-in-law seemed to be more upset than Mrs. Morgan. They named the 7-1/4 pound girl Linda Lee. Very good cigars too, Mr. M.

What fellow in stub wing ate lunch with a certain "inspector-ette" and got so excited he got sick and had to go home?

HARRY ZULSDORK says the Victory garden idea isn't anything new to him as he always had one. Harry is an "ol' farmer" from way back and he says he would like to offer his services to anyone having trouble with their gardens.

STEPP and CARLTON, the two seasoned salts of the fishing pole, took CHARLES KOEHE, the Mayor of "T" Town, fishing last Saturday. Mr. "S" and Mr. "C", the two ol' timers, caught one each while Charles caught seven of 'em. P.S. Carlton's fish was so small he had to throw it back in!

BENNY PARKER, ex-Ryan fabric department, is now at the Ryan Flight School at Hemet as a flying cadet.

Mr. and Mrs. JACK WARD had a "Bundle from Heaven" on April 18, named Donald, weight 8 pounds, cigars accounted for.

I sincerely hope I will be worthy of the attention and good will that was showered in my path.

I want to take up writing seriously. Say, I hope somebody else takes me just half as seriously as I am taking myself.

Dong-gone you, Slim Coats, I never said you couldn't read. I was just trying to give your story telling a fancy name.

With the Flying Reporter in such good hands it's no telling where you will go. (Don't you dare take that as a slam.)

I predicted a wedding in June. Now you just see if it doesn't happen--a certain lady in the Fabric Department is too serious not to take the fatal step.

CARL PALMER was a good boss too, even if he did refer to me as "that Swede". And PAPA WEELAND--well, after they got him made, they threw the pattern away--nough said.

What I'd like to know is who are you going to pick on now?

Well, I'll be signing off, and I hope every plane that you make accounts for about a thousand Japs (the treacherous devils).

So don't do anything I wouldn't do--and good luck.

WING TIPS

BY CHARLES ANDERSON

We're happy for CLARENCE DAY, lucky boy, leadman of Final and "EDEE", our girl friend of Fabric, when we heard that they were engaged.

WALT CASTELLAN is expecting a new arrival at his house in the near future.

ZOOK says he's going to put his Victory garden on the night shift.

CARP says now that the termite problem is under control he will bring some cigars for the termites at the plant and he says he hopes we choke on 'em.

CHARLES FLOTO now at N.T.S. says he doesn't go for K.P. duty on week-ends.

"J. J." JOHNSTON has passed his mental and physical for the Air Corps.

HARRY MAST is in Texas now taking a flying "brush up" course that will lead him to a ferry pilot teaching job when he graduates in three months.

Howdy, fellows: Ya know, who ever said that "Time is Short" was as right as two apples. Here it is Wednesday, May 6th, Flying Reporter deadline day and I haven't started this column. But anyway, I've a good alibi since the drop hammer shop has been pretty busy. So if you'll accept my most humble apologies I'll just jot down what's on the cuff.

News 'n Views _____ BY DICK GILLAM

There seems to be a rumor going around the plant to the effect that SLIM (MAH FRAN) COATS was married a couple weeks ago. I asked him myself about it and the first answer I got was that the rumor was just a lot of helium. So next thing I know Slim is passing out the cigars. But why should he be passing out stogies if he is not married? Then the next thing I know HARRINGTON says he received one of those stogies and gave it to a friend and it backfired all over his nose. Well anyway till we see it on paper we'll have to take it with a little salt. And don't forget, fellows, the next cigars you get from Slim be sure and cut about one inch off the leading edge.

BILL (COLUMBUS HAD NOTHING ON ME) EVERLY has a new problem to figure out now. While cruising on the bay in one direction and looking in the other, Bill hit a sand bar and tore the bottom out of his boat. So whether to leave the bottom out and make it into a submersible craft or just leave it scuttled is the question. Well, if it were mine, I'd turn the thing over to the Navy and let them use it for a target.

The second shift drop hammer shop bowling league got off to a good start April 30th with 6 teams competing against each other. Most of the fellows in this league are beginners like myself, so everybody has a pretty good chance and it makes the games more interesting.

BOB DAWES has been making a few trips to Las Vegas lately over the week-ends. It won't be long before he'll have to either get a new girl or a new set of tires.

We have Final Assembly to thank for sending over two good men to join our planishing department--K. L. DAVIS and N. T. STEINRUCK. Keep up the good work men--we're glad to have you with us.

Well, at last they've added the feminine touch to the drop-hammer department. So far all the information I can get on her is that her name is "Dollie". She's single, about 25 years old, and she's a good worker. Maybe they'll let her come on the second shift a little later.

Captain Ed Schindler, as most of you know, has passed away and was buried May 7th. Words cannot express our feelings, but what I would like to say is that Capt. Ed Schindler was one of the swellest fellows we've ever met.

BILL CORNETT got himself a new cycle and it's really a pip. It's a one-cylinder, English-made "Aerial". It'll take off faster'n a bumble bee. If you don't think so just watch Cornett some time.

The Emergency Squads deserve highest honors for their performance during our last blackout. At the sound of the given code every man went to his post quickly and quietly and stood by ready to perform his duties. Thanks a lot, fellows; it's a pleasure to be part of the group.

Well, that's all for now, so keep on buying and you'll keep 'em flying.

I have told you of the man who always put on his spectacles when about to eat cherries, in order that the fruit might look larger and more tempting. In like manner I always make the most of my enjoyments and, though I do not cast my eyes away from troubles, I pack them into as small a compass as I can for myself, and never let them annoy others.

----Robert Southey

MAINTENANCE

BY PAT KELLY

CAN YOU

Can you hear the planting
Of the dewdrop on the rose,
Or, when light of day has gone,
Can you tell just where it goes?

Can you catch a sunbeam
Falling from the skies;
Can you make a teardrop
From the light of happy eyes?

Can you make an echo
Cease rolling from the hill;
Can you find the secrets
Of the calling whippoorwill?

Can you count the number
Of the stars up in the sky;
Can you hear the marching
Of the Ages rolling by?

The above is another example of JOHN RODGERS' rhetorical skill. Do you get the irony of my position? Here am I, ex-boomer and oil field rough neck, burning the midnight oil assembling nonsensical paragraphs for your haphazard perusal, while back-stage modestly stands Rodgers!

It's "CAPTAIN" RAPER now, of the good ship "Cookie Jar", tonnage and registry unknown. "Cap" has recently become quite an authority on maritime law, particularly as it pertains to fishing under the present war-time restrictions.

BILL FOURLAND, who rides hard on us fellers, is no longer leadman at home. About two weeks ago a little chap arrived, promptly sized up the situation, and took over. Bill is mighty proud of him, however. We all present our congratulations.

Say-hey, we've got more Bills out here than you can shake a stick at. Whenever anyone yells "Hey, Bill," there's a regular stampede.

"MIKE" MYRON CADY, electrician, has returned to the Navy. Mike served a hitch before, part of the time on board the ill-fated



PAT COOKIN UP A MESS O' POETRY

"Reuben James", so we know he will experience no difficulty in keeping the wires hot.

The recent rains, while making the going a bit sloppy, were appreciated by us farmers. The "Cawn an' taters" will grow and grow, and the gallonage per acre should be large.

Seems as if we just can't keep JOHNNY WAGNER out of the spot light. Last week he won the free war bond. This week our correspondent in the El Cajon-Bostonia area reports as follows; and we quote:

"Dear Pat--Quite a few people would like to know when John Wagner is going to take that fatal step of marriage with Miss P---s. John and Miss P---s have been dating steady and it looks like the real thing. Rumor has it he is Yuma bound. Don't forget the cigars, John.
Your Pal"

There ya are.

MACHINE SHOP DUDES cont.

was that many more were going nuts with the same idea. Finally, we landed in the office-- "You don't mean the golden honey-dipped reddish blonde, would you Mac?" I asked bewildered, and was told to "scram" from that department.

Now you see we don't always know and those that do won't tell. Whatta life. But Just

the same, some guy had the right idea. Even if she does wear gloves and dark colored slacks she remains, "the lady of mystery!" No indeed! Heavens....better buy bonds.

* * * *

On being told that there is a man in our shop who goes to sleep each night with a heavy duty revolver tucked under his pillow, we commenced to wonder. (cont. next page)

"I am just human enough," he stated with a twinkle in his eye, "if any Jap appeared suddenly, he'd sprout wings mighty quick." And his favorite musical number is "Good Bye Now."

SLIM has been getting so nervous lately that many of the fellows are commencing to call him "Nervous Slim".

Well, this is how it happened. Nervous Slim tried to crash beyond the gates of reserve as he slyly struggled to make a date with a generous soul known as the "office beauty." Immediately, he offered her a chew of snuff. He said that is what they used to do down in his part of the country. Anyhow he simply wanted to be different in a different way.

Without hesitation he was told that enough was enough...she didn't need the stuff.

Curtains please.

"Well," drawled the welderette. Immediately she struck her famous masculine pose, "I never thought of being a welder of metals before the war but," she whispered, "things have changed. We have changed. The entire world has changed as anyone can easily see." She indicated her sturdy little muscles, "I've got what it takes; maybe that's the reason why I'm doing my daily dozen at Ryans. Goodness knows it's not because I'm a raving beauty!" She then smiled broadly and effected a shy, sly, humorous tone, "Besides I've got my first salary increase. Whooo...ppp...ie! Imagine that," she giggled.

Recently another strange event took place. After leaving the plant for home, SPEED KELLEY as usual assumed himself to be another Barney oilfield! During working hours, the fellows are accustomed to seeing him speed around the shop but speeding up the drive was slightly different...who can fully describe the terrible sensation which convulses one's stomach when brakes fail to function?

Suddenly another car looms ahead! It gradually slows to a walk then stops. At that critical moment "quick thinking Kelley" really thought fast. In desperation he headed for the embankment which holds back the bay. Finally the soft sand engulfed the tires sufficiently. This bit of extraordinary thinking saved him from serious accident, it is rumored.

Who said a stitch in nine saves "time"?

Talk about the man without a country...ART COLE has been as lost as a seasick sailor since his regular milling machine has been withdrawn for overhauling. "Nothing on God's green

earth like the old reliable," he emphatically states. Indeed!

Lately Leadman F. J. BUTLER has been doing his bit in the office. Early one morning we wondered why all the swank? Beyond all doubts the transformation helped elevate his spirits..but in the face of it all he remains human. Many had their doubts at first. Sh..h don't tell anyone, it's a secret; he's working on the new stuff. For his energy is needed when running down clues in the catalogue of parts for each future job.

This should be an illustration to the "doubters". One can get ahead for his motto is "Shifted from bench to office." In no country but America can things like this happen.

Before hitting the "deadline" on the head, just one more remark. Stranger sights have never been seen...F. C. BURKE still carries his 1917 registration certificate or better known as the draft-card in the folds of his well worn wallet. Well worn is right!

"Quite a pretty token," he whispers, placing it next to his 1942 registration card. Then, for a moment he is lost in good-natured silence and pats his pocket twice after replacing the wallet. In many respects, he pats it just as gently as a mother would when rocking her baby to sleep...if you get what I mean.

During the passing moment, fellows, how about tipping our hat to DOROTHY KOLBREK. As you remember, the very first time we chanced to peek within the Flying Reporter and after her articles, we came to the conclusion; "she's got what it takes." And with a toast to the future, 1942, wherever she might take us. Sometime in the future we might be reading her articles in all the slicks. "Luck," say the fellows, "from me to you...you've got the pluck." And don't worry about being a rover; they say it broadens one's point of view. Would you think so?

Now is a good time to back-track and dig out the old number and re-read her articles about "Humanity". For some strange reason or other it seems to stick with one.

Well, fellows, for either good or bad...what do you think about it...do we or do we not continue as your shop-worn reporter? From now on the rest is up to you and you. Thanks for listening or one should say, "reading me through."

RYAN'S ARSENAL FOR DEMOCRACY

HERE at Ryan, in one of America's most modern aircraft factories (doubled in size several times in the last 18 months) some of the most noteworthy advancements in production methods to save vital time and increase efficiency have been developed. Here, long production lines of sleek metal planes are moving ever faster in supplying the world's finest training equipment for our Air Forces and our Allies. Here are fashioned in greatly increasing volume the exhaust manifolds that control the engine fire of our best bombers and fighters. Here Democracy is at work *day and night* to provide the tools with which to win our overwhelming victory. And if it takes more, we *can* and *will* put out more!



RYAN AERONAUTICAL CO., San Diego, Calif.
IN VOLUME PRODUCTION FOR U. S. AIR FORCES AND OUR ALLIES

Ryan **Flying Reporter**



PUBLISHED BY AND FOR EMPLOYEES
OF *Ryan* THE
RYAN AERONAUTICAL COMPANY

Vol. 3 No. 8

JUNE

5TH

1942

RYAN FLYING REPORTER

Vol. 3 No. 8

KEEP 'EM FLYING

June 5, 1942

AN OLD FRIEND

Ordinarily Flying Reporter frowns on any outsider who tries to use our employees magazine for "advertising" anything for sale - in fact we refuse paid advertising of any kind. But even though the seller of this merchandise isn't on the payroll here, we're willing to make an exception in this case. - Editor.

"No news is good news." I think that's a lotta' hot air. So this issue, if I can slip this past the editor, I'm going to write about an old friend of mine.

This person has really been about the best friend a fellow can have. In 1932 when my father was about to lose his farm (things were really tough then, remember?), he came along and loaned us enough money to pay off the bank and gave us a long contract on easy terms.

He made it possible for me to go through grammar school and high school and after graduation from high school he gave me a chance to go to college. As I look back now, I wasn't very good to him and didn't appreciate his efforts to give me an education because I didn't study very much and flunked out after only one year.

Most anyone would be pretty sore after a deal like that but believe it or not, he still made it possible for me to go to a trade school and learn aircraft sheet metal. When I got out he had enough connections to get me my first real job at Vultee Aircraft Company.

He's a good friend of the Ryan company, too. He had quite a bit to do with the expansion program that went on here 18 months ago. If it hadn't been for his influence most of the aircraft companies would be a lot smaller than they are today.

Perhaps you're wondering why I have been giving him such a big build up. Well, he has a comparatively new product on the market that he wants to sell. Now don't stop here. If you've read this far, you might as well find out a little more about it.

Turn to page 3

AN OLD FRIEND

By Charles Anderson





RYAN FLYING REPORTER

Published by Employees of the
RYAN AERONAUTICAL COMPANY
Through their Welfare Department

* * * * *

Editors: Bill Wagner; Sue Zinn
Art Editor George Duncan

Editorial Assistants:

Bob Close
Slim Coats
Ray Morkowski
Wm. van den Akker

Special Contributors:

Sports News	Jack Billings
An Old Friend	Chas. Anderson
Enchanted City	John Rodgers
April 18, 1942	R. V. Edwards

Departmental Contributors:

Nuts, Bolts & Rivets	Noremac
Maintenance	Pat Kelly
Gasarc	W. H. Truckey
Machine Shop Duds	Donald Dudley
Ryanettes	Tom & Gerry

COVER

Of course you've seen our new suggestion box and the suggestion poster and bulletin board on the wall of the template crib to the right of the main factory exit as you leave the plant, but the front cover picture is a reminder to YOU personally to use the shop suggestion system to submit all ideas you may have to speed production along.

Many worthwhile suggestions have already been submitted and will be given prompt consideration by the Production Drive Committee. Then, as soon as possible, your stub number will be posted on the suggestion bulletin board telling the action being taken on your particular idea.

* * * *

DEADLINE for copy for the next issue is 5:00 p.m. Wednesday, June 17th.

PLEASE, all you guys and gals, have mercy on us poor folks that put the magazine together and watch out for that deadline. We're anxious to see new names appearing in the contributors' list so keep the contributions rolling in.

TO ALL RYAN EMPLOYEES:

Although our PT-22 military training planes are not in service on the actual battle fronts, their use and importance in the war effort must have been felt by all of you, as it was by me, when the information was released regarding the pilots who participated in the Tokyo raid.

We know for certain that four of the pilots taking part in the Tokyo raid got their training in flying for Uncle Sam in Ryan trainers---products of the brains and hands of you men who are our organization---and that training was received here on Lindbergh Field while the men were enrolled as aviation cadets attending our subsidiary training organization, the Ryan School of Aeronautics.

As we continue along the road to ultimate Victory, we will all have the satisfaction of knowing that the work of Ryan employees and the performance of Ryan products are contributing their full weight to the war effort.

Flying Reporter has unfortunately lost the services of one of its strongest boosters, most regular contributors, and in fact one of those who was largely responsible for there being a Flying Reporter at all.

LARRY GIBSON, co-editor of the Reporter and the source of contact between the front office and the men and women in the shop who contribute to our employees magazine, has left the Ryan organization -- but fortunately Larry doesn't even leave the premises for he has accepted a position as inspector in the Navy office and his beaming countenance and "bulky" frame will still be seen around the plant. Good luck, Larry, on the new assignment, but please continue to chase down Flying Reporter copy for us.

JACK BILLINGS, former El Cajonite and baseball par excellence, replaces Larry in the Welfare Department in charge of the employee recreation program. Jack will also serve as Flying Reporter "copy boy", so whenever you have a contribution or an idea for the magazine just yell for Jack.

WAR TRAINING COURSES ANNOUNCED FOR SUMMER



Ryan Aeronautical Company workers were informed this week of educational opportunities qualifying them for more responsible positions as aircraft engineers and advanced type mechanics.

Under auspices of the University of California war training program, a variety of courses for men and women has just been undertaken for the summer season, with several of the classes to be conducted in Ryan School of Aeronautics buildings. Graduation from high school with some mathematical background is a general prerequisite.

Among the instructors, all of whom are key men in local aircraft plants, is William J. vanden Akker, Ryan process and research engineer, who will teach a course on aircraft materials and processes every Wednesday from 7 to 9 p.m. in Room 316, College of Commerce Bldg., 1023 Fourth Ave. Instruction in this class was started May 27th.

A new section in aircraft drafting for women of college level and men in deferred classifications will be opened at 1600 W.

Lewis Street on June 15th, according to George F. Carter, local defense training director. This instruction is under the direct supervision of Stanley Evans, Ryan School of Aeronautics engineering director, with a course having been under way at the Ryan School for several weeks. Most of the students in the first section, now nearing completion at 1600 W. Lewis St., have been offered positions in the aircraft industry.

Training is available in the following subjects:

Aircraft materials and processes, lines layout and descriptive geometry, aircraft design drafting, elements of mechanics, elementary stress analysis, aircraft inspection, hydrodynamics and hull design, aircraft power engineering, engineering mathematics, machine drawing and sketching, die design and assembly and machine jig and fixture design.

Information may be obtained from the war training office of the University of California at 1023 Fourth Ave., Franklin 0545.

A GOOD FRIEND cont.

You don't have to have a priority number to buy one--(that should help). If you should buy one and should happen to scratch or tear it, you can still get your money back. If you buy any size and decide to exchange it, you get more than you actually paid for it.

The most baffling thing about this item, no matter how many satisfied customers clammer

for more, the supply is unlimited. And still I can't see any future raise in prices.

The man who is responsible for the product I've been talking about is a relative of mine. So you see it is a personal obligation as well as a business proposition with me.

I'm asking the editor to name him and say a few words about the article he has for sale. Please turn to page 25.

POSTER DESIGN CONTEST

As Flying Reporter goes to press the WAR PRODUCTION POSTER DESIGN CONTEST comes to a close with some excellent contributions from men in the plant - some submitted as ideas for a poster artist to work up, and others completely executed in fine full color work in size large enough for posting.

The posters will be judged at the next meeting of the Production Drive Committee and as

soon as a suitable occasion presents itself the first of the "Production Drive Award" medals will be presented to the winners.

Meanwhile as soon as winners have been selected, the winning posters will be displayed so that all in the plant may see the swell work some of our own people have done in originating and executing the poster ideas.

RYAN FOREMENS CLUB

AT PACIFIC SQUARE

Lt. Col. Carl A. Brandt, Army Air Forces Representative for the San Diego area, was the guest speaker at the Ryan Foremen's Club dinner meeting held on May 15th, giving a most interesting "off the record" talk based on wartime experiences which gave the two hundred aircraft people in attendance an inside picture of "what goes on."

Speaking informally and not for direct quotation, Col. Brandt gave a complete review of the relative merits of the various military aircraft which have been used in the battle for air supremacy, over England and Germany. The need for high altitude bombers was stressed particularly in the first phase of his talk.

Airplanes which have a ceiling of 32,000 feet or less can be reached and destroyed by both anti-aircraft fire and high altitude pursuit planes. The vapor trails which are formed at this altitude make a perfect screen for the pursuit ship when it approaches the bomber and the pursuit pilot has only to shoot at the spot where the vapor forms while the bomber crew cannot see the pursuit ship and is unaware of the attack until it is too late.

Another point stressed in the Colonel's talk was the need for spare parts to keep the planes flying. When no spare parts are available a damaged airplane cannot be repaired and therefore is as worthless as one shot down over enemy territory.

Pictures of England's military planes were passed around to the guests and shots of damaged planes were shown. (cont. page 7)

K. O. BURT INDUCTS RYAN MEN INTO ELKS

K. O. Burt, our genial maintenance foreman, had the honor and pleasure of inducting into the Elks Lodge eight Ryan employes, as well as other aircraft men, on the evening of Thursday, May 28th, in the hall of Lodge No. 168.

"K.O.", long a prominent Elk and Past Exalted Ruler of Osawatomie, Kansas, Lodge No. 921, though not a member of the local Lodge, was given the distinction of officiating at the initiation ceremony which brought into membership in the Elks such prominent Ryan men as Albert M. Gee, Chief of Plant Protection; Harley N. Rubish, Drop-Hammer Foreman; Ed Morrow, of Production Planning; Chas. Baker, manifold; W. O. Bourland, Maintenance; Wallace E. Gerhart, Tool Design; Cecil R. Hamlet, Drop-Hammer; and John B. McCarthy of Inspection.

YES, IT'S MARK ROBERTS and his Aircrafters Orchestra again this Sunday morning at Pacific Square. Join the fun! Get in the groove! Jitterbug to your hearts content. Take your best girl to Pacific Square and dance while the city sleeps.

SUNDAY MORNING IS BARGAIN DAY at Pacific Square. Fifty cents for you. Fifty cents for your girl friend. And a thin dime for Uncle Sam. Yes, that's the total cost, \$1.10 per couple for four hours dancing - from 2:00 A.M. to 6:00 A.M. Join the fun at Pacific Square this Sunday morning.

BY POPULAR DEMAND, it's Mark Roberts again at Pacific Square. Surprise your wife. Give her an 'invite' to the dance this Sunday morning.

SWING-SHIFTERS DESERVE THE BEST: that's why the U.S.O. Council is renting beautiful Pacific Square for the Swing Dance Sunday morning--total cost per couple, \$1.10. Genial Mark Roberts promises a surprise for Sunday morning. Be on hand! Dance at Pacific Square from 2:00 to 6:00. This dance is a non-profit project sponsored by the San Diego U.S.O. Council.

MAY MEETING OF SOCIETY OF

AUTOMOTIVE ENGINEERS A SUCCESS

The San Diego meeting of the Society of Automotive Engineers, held in May, turned out to be practically a "Ryan Rally" with two of the technical papers being read by Ryan production men, and with Eddie Molloy acting as technical chairman and Earl Prudden as master of ceremonies.

Held at the San Diego Hotel, the S.A.E. meeting proved to be a real affair with a turn out of three to four hundred San Diego and Los Angeles aircraft specialists.

Ernie Moore, Production Superintendent, gave an interesting paper, illustrated by slide films, on "Flow Production as Applied to the Manufacturing of Aircraft Exhaust Collector Systems," and Ralph Haver, manifold engineer, talked on "Design Aspects of Aircraft Exhaust Systems."

It was quite a turn-out and those who didn't attend missed a bang-up meeting.

HOW RYAN PLANES HELPED IN THE *Raid on Tokyo*

When American bombs fell on Tokyo April 18, at least a quartet of the grimly exultant fliers had spectacularly performed the job Uncle Sam began preparing them to accomplish, two to three years ago, in military training planes Ryan Aeronautical Company workmen, with infinite care, had built.

For it was in Ryan primary trainers that these four intrepid volunteers----Lts. Lucian N. Youngblood, Rodney R. Wilder, Kenneth E. Reddy, and Travis Hoover----first broke the shackles that bound them to earth. It was in these silvery air chariots during troubled days of peace that the four splendid examples of American young manhood first embarked on the sky journeys which led, by a circuitous route, to Japan in the most amazing aviation achievement of modern times.

Hoover it was who thrilled most, perhaps, to his early days as a fledgling pilot. When he was accepted as a flying cadet in the second class to enroll at the Ryan School of Aeronautics here on Lindbergh Field late in 1939, he gazed with awe at the listening, silver-fuselaged Ryan PT-16s on the flight line. They were the first low-wing monoplane trainers ever used by the Army for primary flight training, and he was to be one of the first cadets to start earning his wings in them.

Only a short while before, the Army Air Corps had recognized man's extensive pioneering with high performance monoplanes by officially adopting the PT-16s as replacements for the older type biplane trainers.

"There they stood, fifteen sleek, fast low-winged monoplanes, their propellers cutting an arc in the crisp California sunshine," wrote young Hoover in an autobiographical reminiscence as he neared the end of his primary flight instruction on Lindbergh Field.

"Man, oh man! Was I, a lowly "dodo", going to get to fly one of the streamlined ships that stood poised there on the line?"

This budding eagle, whose high adventure in Japanese skies has, with his flying mates, made him the idol of new classes of "dodos", ironically questioned his own ability, as he was about to spin in a Ryan PT-16. "After about 11 hours of dual, it seemed as if my progress had reached a standstill, and I was concerned," he wrote. "Would I be 'washed out' if I didn't snap out of it pretty soon? Why, oh why, couldn't I master the one thing that I wanted more than anything else--to be able to fly, and fly well, for Uncle Sam!" Bomb-blasted Tokyo can testify that Travis Hoover's ardent wish has been realized.

Unique is the fact that Lts. Youngblood, Wilder and Reddy all learned to fly at the Ryan School of Aeronautics in the same class, graduating January, 1941. Youngblood, whose military bearing and leadership qualities made themselves immediately evident, was cadet captain of the class, and Wilder was one of his three lieutenants. Reddy, one of the youngest men to take Army training at Ryan, had not reached 21 when he completed his primary instruction. (Youngblood is a cousin of Margie Youngblood, formerly of our Personnel Department--Editor.)

There are thousands more like this quartet, many training today in Ryan PT-22s, getting ready to make round trips to Tokyo commonplace. The air war will be fought and won by such keen young men, fresh from the training centers, convinced with a trace of wholesome American cocksureness, of their superiority over the enemy, and ablaze with the determination to avenge Pearl Harbor, Wake Island, Bataan and Corregidor.

* * * * *

"If a nation values anything more than Freedom, it will lose its Freedom; and if it is for power or money that it values more, it will lose that too."

---Somerset Maugham

WOMEN MODELERS

Far from the Bohemian atmosphere of an artist's penthouse studio, San Diego women are modeling today, and their work, amid the rumble of heavy machinery, forms an essential contribution to the war effort.

First of their kind at the Ryan Aeronautical Company, seven slack-suited women, all married, are the sculptresses of aviation, fashioning from templates and plaster the patterns for zinc alloy dies used to stamp out parts for airplanes in the hydraulic presses and the booming drop-hammers of the factory.

Housewives not long ago, all insist they became modelers--or plaster pattern makers--not because they had to earn their living, but primarily to aid the war effort by releasing manpower for combat duty.

One is the mother of five children, another has three. Two are wives of service men, and the husbands of another pair also are war workers. Ryan officials point to their modelers as a cross-section of the type of women now entering an industry faced with the need of expanding payrolls while the male labor reservoir is being depleted by the armed forces.

Into the Ryan modeling shop, the engineering department sends drawings detailing the particular type of tooling required to form certain plane parts in the factory. A sheet metal template is laid-out and cut, usually by one of the 30 men in the department, to conform with the blueprint.

With the template as a guide, one of the women carves a form out of a plaster block on the band saw. An impression of this shape is made with rapidly hardening liquid plaster, and from the resultant shell cast--literally a "negative" of the plaster model,--the pattern is produced, again with liquid plaster reinforced by fiber in a wall surrounding the hollow area above the actual pattern.

This pattern then goes to the foundry, where the dies to shape the metal plane parts are produced.

"It's work that requires a lot of patience, precision and imagination," explains John Castien, who six years ago asked for a job as Ryan's first modeler and today is foreman of the modeling department.

"From the blueprint, the women must be able to visualize the tooling required. A sense of symmetry and the skill to 'fair' smooth, curving surfaces are invaluable."

These are intangibles that supplemented the 240-hour San Diego vocational school course in plaster pattern

making for all but one of the women. On the job only a few weeks, they are rapidly perfecting their "modeling" technique and are on the way to satisfying even an old factory hand such as Castien.

Symbolic of the spirit to help in the nation's all-out production effort is Mrs. Mary Marple. As the mother of five children, ranging from 5 to 13 years of age, even Uncle Sam would consider that her rightful place was in the home. When her husband, Eldon Marple, a former employe at Consolidated Aircraft Corp., several months ago obtained a position with the Indian service in Mendocino county, Northern California, Mrs. Marple determined to qualify for war work herself.

Daily she made the trip from her Lakeside home to the Vocational School for instruction that led to the Ryan modeling job. A defense worker now, she has qualified for residence at Bayview Terrace, Pacific Beach defense housing project.

Who takes care of the children? "Oh, my husband sent down an 18-year old Pomo Indian girl to watch over the kids and the house while I work," she explains blandly.

Mrs. Helen Donnelly, mother of three children--13 to 21--was spurred into training herself for her present job when the Japs attacked Pearl Harbor. Her son and oldest child, Lowell, was stationed with the Army there at the time, and the enemy blow seemed to bring home with double effect her own added responsibility.

"I felt as though I owed it to my boy, at least, to help build the tools for our armed forces," she remarked. Today, Lowell Donnelly, back in the States, is an aviation cadet

(continued on page 23)

THIS IS MORE LIKE IT!

WAR BOND SALES *Doubled!*

Just who it was that got in there and broke the War Bond "log-jam" we don't know, but everyone will be pleased to learn that the number of employees enrolled for War Bond purchase under the payroll allotment plan has MORE THAN DOUBLED IN THE PAST TWO WEEKS.

We've been looking around for someone to take a bow in the spotlight of public opinion for the swell increase in War Bond sales, but we still haven't been able to locate that individual. Most likely it's the general "win the war" spirit of men and women in the plant, shared by all Ryan employees, but we have learned that special credit goes to department clerks, leadmen, sub-foremen and foremen, and to the Personnel Department, all of whom have been "plugging" War Bonds. And we hear tell, too, there's a lot of competition between departments.

For months the number of employees enrolled for War Bond purchases stayed at the same low level, for which all of us, we're sure, felt personally apologetic. Now suddenly the log jam is broken and presto--sales jump up 125% in two weeks. How come? Could it have been that a recent article in Flying Reporter shamed us plenty by showing what other aircraft factories were doing, or has it just been that everyone is "talking it up." Well, let's continue to "talk it up."

Whatever the reason for the "bond boom", and however happy it makes us, let's not forget that we still don't make a very good showing, for only approximately ONE-THIRD of Ryan employees are yet enrolled. Those of you who haven't put your name on the dotted line should do so immediately. Clerks in all departments have the

necessary forms and will be glad to assist you in filling out the blank.

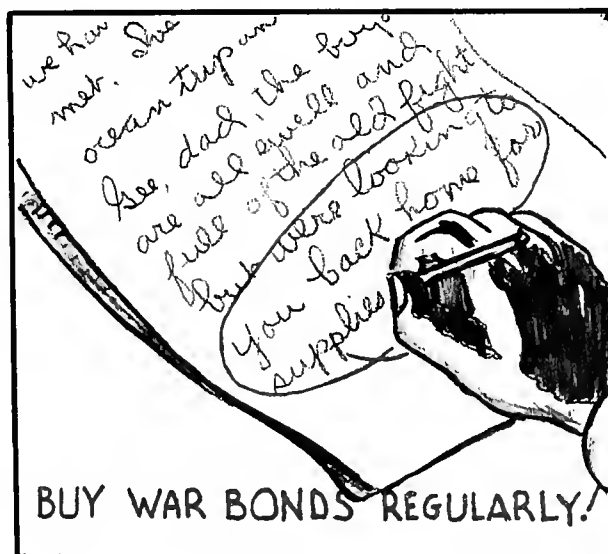
We're well aware that there has been some unfortunate delays in the past in delivery of bonds, but every effort is being made by the Accounting, Payroll and Personnel departments to get your bonds to you just as quickly as is possible after the required amount has been credited to your account. But, should there be any delay, just remember that your money is properly accounted for, has been credited to your personal account and is deposited with the company in your name toward the purchase of YOUR WAR BONDS---your personal contribution---your "extra effort" over and above your war production job---to winning the war.

COL. BRANDT SPEAKS TO FOREMENS CLUB cont.

A picture of the world's largest pursuit ship was a surprise to everyone. The English, he said, had taken a B-24 and were using this ship to chase the German bombers back across the channel.

After talking for over an hour, Colonel Brandt invited everyone to ask questions which practically everyone did and the discussion continued for another hour and a half.

It was a very enlightening talk and brought home to many of the group the importance and necessity for more and better airplanes with which to protect our country from the axis.



SLIM'S

PICKIN'S



BY SLIM COATS

"I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands, one nation, indivisible with liberty and justice for all"--Francis Bellamy

The pledge to the Flag was written by Bellamy in Boston in 1892 when he was a member of the staff of the Youth's Companion. Theodore Roosevelt said: "We have room in this country for but one flag, the Stars and Stripes. We have room for but one loyalty, loyalty to the United States. There is no room for fifty-fifty Americanism in this country. There is room here for only one hundred percent Americanism, only for those who are Americans and nothing else."

"Washington has inaugurated scientific telephoning. As an aid to efficiency, telephone girls and secretaries have been instructed to eliminate the 'Hello' form of greeting and reply to a call by stating the name of their office." That's from a Washington dispatch. So Washington is just finding out about answering the phone with the name of the office instead of "Hello." And government efficiency experts are so proud of this "discovery" they call it "scientific telephoning." The elimination of "Hello" by telephone girls has been in practice all over the country for at least fifteen years. Kinda makes you wonder what goes on down there at Pandemonium-on-the-Potomac, doesn't it?

The reason I bring in a little of this outside stuff is simple. There seems to be a scarcity of news in the shop lately, and I've been on a strict diet of black coffee and finger nails, trying to get something written.

We saw machinist BILL HUBBARD buying a new suit recently, and we are wondering if the lucky girl is one of the Ryanettes. Now I know what they mean when they say, "In the spring a young man's fancy--"

"WILD BILL" CORLEY was standing in a theatre lobby so long last Sunday that it caused some comment. It was rumored that he was waiting for a girl, but I doubt it--nobody would wait that long for a girl. He was either picketing the place, or doing guard duty. GRANT CANFIELD's new white coat makes him look like a first class butcher or a second class barber. By the way, Grant, "Mom" of the Tropics says, "Hello."

Not only is DOC MULLINS a poet but he is also a stone mason of no mean ability. Some Sunday drive out and take a look at his terraced stone wall. Doc estimates he's used about six four-yard loads of sand, eight loads of rocks, and moved about thirty yards of dirt in filling in. He has put in about seven hundred man hours on the job. Some day when you have a few minutes to spare, Doc, will you please help fill in the holes in the plant's parking area--they really need it.

We want to offer our sincere congratulations to C. L. "FRENCHIE" FOUSHEE who will marry GENEVA "DAZZLEDISH" GRAY on June 12th. They are a couple of grand kids, and we wish them all of the happiness in the world, but if we don't get a piece of that wedding cake, we hope they'll always have lumps in their mashed potatoes.

Now I've Seen Everything Department: J. EDWARD RUPERT and J. F. JARDINE with a couple of cute looking girls. Something tells me that these guys BOB McFALL and FLOYD BRENNEN are a couple of wolves. What do you think, boys? Happy Birthday to ERNIE MOORE. The gang gave him one of the nicest pen and pencil sets that ever graced a vest pocket.

When A Feller Needs A Friend Dept: JOE RUST, our test pilot, trying to pick out drapes to match the rugs and furniture. He certainly gave that cigar a terrific beating. Shake, Joe, I know what it's like. You have my heartfelt sympathy.

DICK GILLAM in his haste to get from the Tops drive-in to the shop, ran into an Army Jeep. We are not going to make any comments until we hear Dick's side of the story. We've already heard the Army's side, but we can't print it. We are not going to mention any names, but if the plant guard who locks himself in the template crib persists in the practice, we are going to have PAT KELLY build a special cage for him--one with swinging doors.

The boys would like our new super-super JOHNNY VAN DER LINDE to know they appreciate his late news flashes and jokes, during the wee small hours when the going is the toughest. Johnny makes a tremendous effort at bolstering morale. We would like to relate some of his jokes but the editor's assistant, SUE ZINN, is back from her vacation, and she's the censor.

We've finally found a man who owns a recording of the Star Spangled Banner--Take a bow ANDY FURDOCK. He's an American, fellas. W. D. FILLMORE not only has heard of "keeping the nose on the grindstone" but goes the adage one better by keeping his thumb on it longer than is usually necessary.

Remember GALE MOORE, the genial second shift electrician? He's spending a few weeks with the folks at Phillips, Nebraska, before going into the Navy.

Most of you boys remember "OH GEE" ROMIG of the machine shop inspection. WIN ALDERSON and myself and our families were guests at one of the Romig's famous chicken dinners last Sunday. O. G. has been working all winter on the ranch, and looks like a million dollars. And if you've never eaten one of Mrs. Romig's lemon pies, you've missed a glimpse of Paradise.

And speaking of eating (I love it--not the speaking---I mean the eating) the last time I was in Los Angeles, I was served chop suey by a tall scholarly looking American-born Chinese. On his middle finger he wore an enormous jade ring that carried a squatting Buddha on its surface.

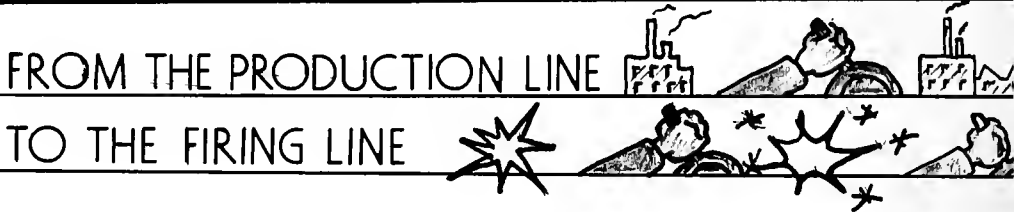
I looked into his wise face, its smile and serene indifference, and asked him what he thought of the war up to date. His face rounded into a moony smile as he said:

"Who is there that can make muddy waters clear? Keep the mouth shut, and as long as you live you will have no trouble."

Then his face folded itself back to its enigmatic smile as he said, "chocolate or vanilla ice cream, sir?"

I recognized that what he said was from Lao-Tsu, the greatest of Chinese sages who lived about 2500 years ago.

I took vanilla.



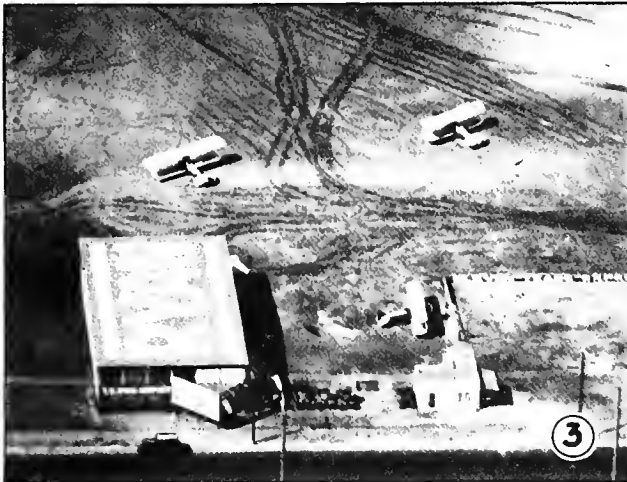
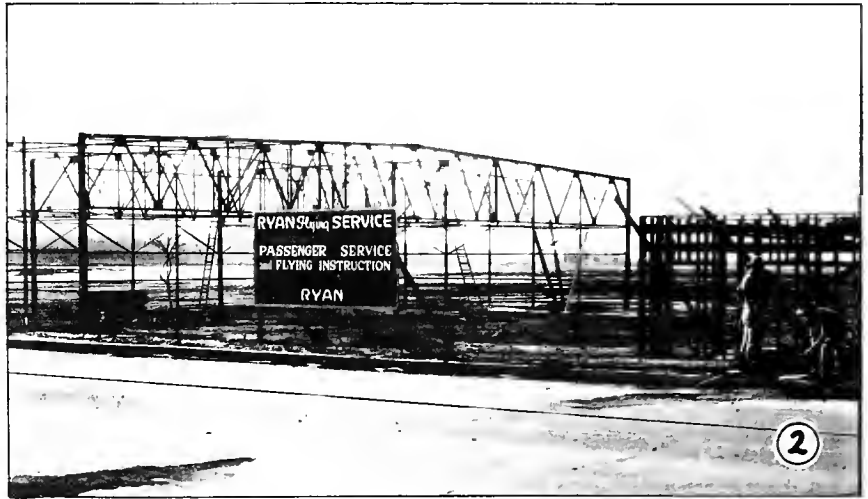
RYAN HONOR ROLL

We KNOW there must be more than the seven men listed below who have left Ryan to go into the service -- but we can't have a complete RYAN HONOR ROLL until we have all the names. So, please, add on the blank lines below the names of any Ryan workers YOU KNOW who have joined the services. They're proud to be fighting for Uncle Sam, so let's see to it that they get proper recognition.

Name	Dept.	Now In
L. M. JENNINGS	POLICE	MARINES
T. J. MINAHAN	POLICE	MARINES
JACK KERNS	FIRST AID	MARINES
SCOTT CARL	PERSONNEL	ARMY
V. SMITH	POLICE	ARMY
RICHARD LEIJONFLYCHT	TOOL	NAVY
H. W. PIDCOCK	BUMPING	NAVY
_____	_____	_____
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Please Turn the Completed Form in to Personnel Dept.

1928 TWO DECADES OF



Ryan Enters Engine Field ... About the time that Claude Ryan sold his original aircraft manufacturing company, he began to realize the potential aviation market for a satisfactory radial engine, for there was then no radial air-cooled engine in this country in the same horsepower class as the widely used OX-5 water cooled engine. Consequently, he completed arrangements with the Siemens-Halske Company for the five-year exclusive sales and manufacturing rights for the Siemens engines in this country to be distributed under the name of Ryan-Siemens. Picture (1) shows T. Claude Ryan in front of an M-1 powered with a Ryan-Siemens engine.

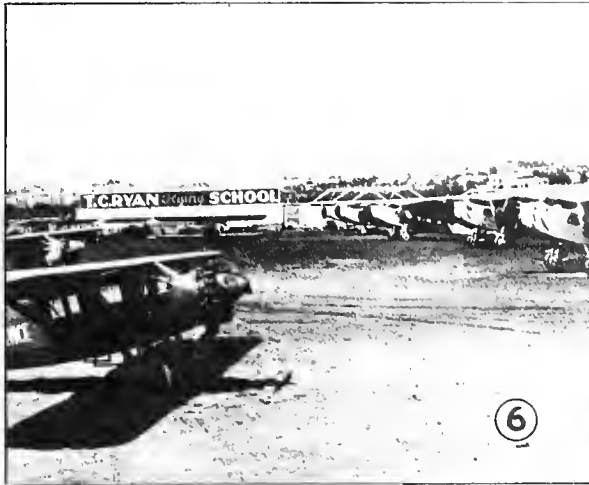
Within a few months seventeen manufacturers in this country were using Ryan-Siemens engines but deliveries from abroad being far behind schedule and the Siemens people having indicated that prices would be raised, Ryan saw the necessity for a trip abroad. This seemed like an opportune time for an event he had long been looking forward to — combining a survey of European aviation with a honeymoon — so on February 18, 1928, Ryan was married to Gladys Bowen of San Diego and together they left for Europe.

When Ryan returned from Europe he devoted his time to continuing and expanding the operation of the Ryan Flying School at San Diego. New buildings (2) were erected adjacent to the old location on Barnett Avenue. Picture (3) shows air view taken in the fall of 1928. During this period Ryan frequently instructed student pilots himself as in picture (4).

By this time the Ryan school was becoming an institution of established reputation. In 1929 it was one of the first commercial flying schools to receive the highest ratings of the Department of Commerce.



RYAN ACHIEVEMENT 1932



The New Location . . . Picture (5) shows a group of commercial students on the flight line in 1929 planning a cross country trip. Incidentally, the school has held its high ratings from the Federal Government right up until the outbreak of war on December 7, 1941, at which time all commercial training was discontinued in the coastal areas and the facilities were devoted entirely to Army use.

Another view of flight operations is shown in picture (6). In addition to the Ryan School planes on the line are seen Maddux Airline's tri-motored Ford planes which were then using the Ryan airport as a terminal.

When, after the Lindbergh transatlantic flight, the City of San Diego began construction of a shoreline airport by dredging the bay, the Ryan Flying School moved its quarters to the new airport and began construction on the main administration building and hangars which form a part of the school's facilities today. Breaking ground for the new buildings, T. Claude Ryan is seen swinging the pick in picture (7).

With the organizing of the present Ryan Aeronautical Company in 1931, one of the personalities who helped mold the foundation for the new structure was Earl D. Prudden (8), vice-president, who had been with the organization three years. The subsidiary training division then officially became known as the Ryan School of Aeronautics.

The school as it appeared during its first year on Lindbergh Field is seen in picture (9). Before the Ryan company first began the manufacture of the famous S-T series, it acted as distributor for the Great Lakes trainers and used these planes in its training operations. A group of these planes flown by student pilots is seen in formation flight (10).



Enchanted City

BY JOHN RODGERS

This city has
a title. It is called
San Diego.

Dates are boresome. So are names. What matter the names of the pioneers? Time obliterates days and personalities. Time even slips up and destroys states and nations of which cities were parts.

Let us begin then, not with dates and names, but, rather with scattered groups of palms and eucalyptus trees; with various kinds of virgin soil and a sun that smiled down warmly on a land that God had blessed. Across the plains came men from the East with their wives and their babies, with their desires and their hopes. These men and women possessed the thing that makes even a tiny delicate city possible.

Beyond the purple mountains and close to the sea the pioneers found a land of sunshine and gold. It was the end of the trail for it was the beginning of a great city. They could not have gone farther without leaving America. They would not have gone had they been able, for here, in California, they found the physical perfection that synchronized with their perfect ideals. So they settled and began to work on the city that was to be a great sea port. There is the natural beauty of the broad mesas with the high back mountains rising majestically among them. There was the silver surf of the Pacific ocean to cool and refresh the crescent curves of the golden shoreline. Here were the rose-hued sunset and the violet mist of the morning. And above all, showering the earth and all that grew and lived upon it, was a sun which each day kissed the city with a billion rays of warmth and energy.

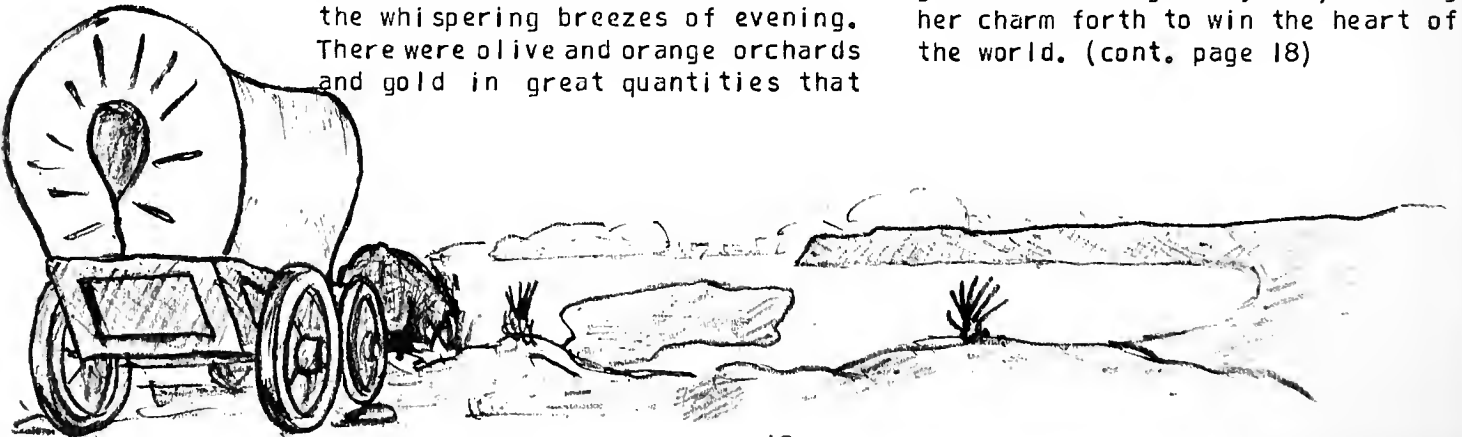
But there were still other things to add to the color and beauty. There were dark-eyed senoritas with pulses that fluttered like doves as they flirted with gay caballeros. There were giant magnolia trees whose blossoms added alluring scents to the whispering breezes of evening. There were olive and orange orchards and gold in great quantities that


flashed in the sands of the riverbeds. Mellow-toned mission bells filled the yellow, moonlit night with dreamy thoughts of peace and love.

Here is the world's greatest playground. Here, indeed, is the ideal of home life. Here, too, is a perfect setting for every kind of industrial development. The men and women from the East dreamed dreams and under the spell of it all, turned ambitiously to the upbuilding of a city.

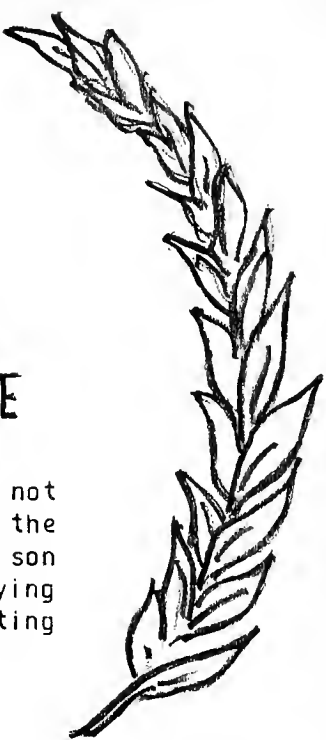
Soon the adobe and redwood shacks gave way to steel giants that added strength to the walls of this great city. Music and art came to add to the romantic peals of the mellow mission bells. Soon the city was propped and supported by the glistening rails of many lines of transportation. Ships from all the nations of the world began to crowd her harbor, laden with the necessities and the luxuries of every people of the earth.

From high in the snow-mantled mountains mighty streams of sparkling water were directed to the inhabitants of the lowlands and the city expanded and grew until its name was known in all the distant corners of the globe. Today she stands proudly erect, a giantess of beauty, an emblem of security, in the purple-flooded atmosphere of the west. In the rose-hued sunsets she glistens like a great jewel, sending her charm forth to win the heart of the world. (cont. page 18)





THE WAR COMES CLOSE TO HOME



Those mentioned in this article are of course not the only family among Ryan workers to feel the closeness of WAR, but in paying tribute to a son who fought so gallantly on Corregidor, Flying Reporter pays equal tribute to all the fighting sons of Ryan families wherever they may be.

The war may sometimes seem an abstract, faraway thing to the average Ryan worker as he helps produce planes and parts in the comparative security of his factory job. To realize how close the struggle actually is to some of his fellow workers, he need only consider men like William F. "Freddie" Southwell, sand blaster in the manifold department, one of many on the home front who bear silently the grief brought on by the conflict.

War has not only touched William Southwell, it has all but engulfed part of his family. The fate of his older son, Earl William, 21, is unknown to him, although he realizes that at best the youth would be a prisoner of the Japs. Another boy, Jack Leonard, 19, is aboard a warship somewhere in the Pacific, his every moment subject to the perils of torpedoes and shells.

Yes, war is an extremely personal matter to William Southwell, and he needs only the thought of his two fighting sons to spur him into greater effort at his own tasks. Yet, not content with giving two sons and his own efforts on the production line to the cause of freedom, Southwell also purchases War Bonds regularly.

Son Earl enlisted in the Army in February, 1941, in Los Angeles, where the family was then living. After a short stay at Angel Island, San Francisco, he was sent to the Philippines, and since late in April, 1941, he has been with the 60th Coast Artillery on Ft. Mills, Corregidor.

Earl Southwell was one of the redoubtable, though outnumbered, warriors of that island fortress who withstood every weapon the Japs could marshal in the long onslaught that could have but one ending. He refused to stay out of action, even though injured. The War Department notified Earl's parents that he had been wounded April 12. Eleven days later, Earl was back at his post. That was the last William Southwell has heard about his oldest son. He recalled this week that Earl mentioned in a letter written last November, how homesick he was, how anxious to see his parents again.

"I know that my boy will be back with us, but not until we've won this war, and the quicker each of us does our job in turning out these planes, the sooner it'll be over," Southwell remarked.

Jack, who was working at a Los Angeles aircraft factory at the time, enlisted in the Marines in the fall of 1940. Stationed at the San Diego Marine Corps Base and Camp Elliott, he asked for duty overseas last January. "I hope they send me someplace where I can help Earl," he told his parents before he left. A postal card from somewhere in the war zone three months ago was Jack's latest message.

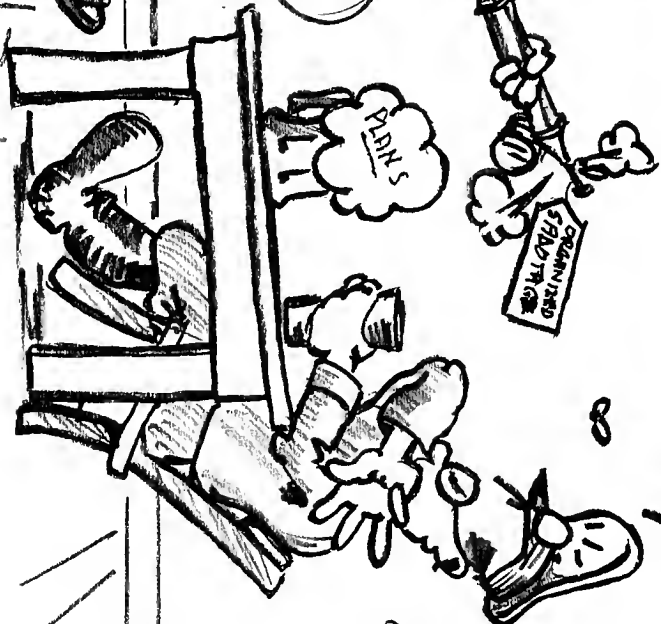
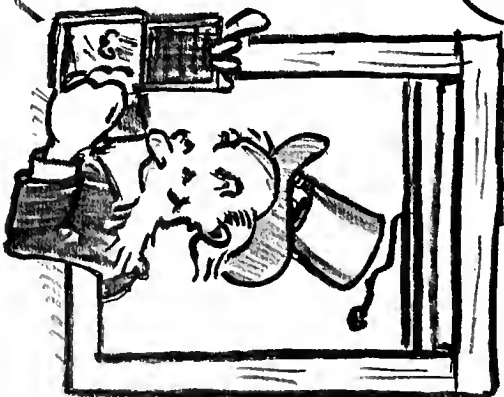
When Southwell attempted to get work in aircraft plants in the Los Angeles area two years ago, he was told he was too old. With the nation at war, he finds that men of his age today can still play a valuable role. In

(continued on page 21)

LET ME TAKA DA
SWINGA ON'EM
BOSS



I THOUGHT
YOU SAID WE WOULDN'T
BE BOTHERED IN THIS
BEER HALL, ADOLPH.
DO SOME THING!



ASPIRATIONS TO ASPIRINS

DOUGLAS

noremac's NUTS, BOLTS & RIVETS

O. F. RIGLEY went out to an army camp the other day to see some friends and asked about one in particular named Joe.

"Joe?" asked the company commander. "Oh, he is over in the guardhouse."

So over he went to see him. Joe was sitting restfully in the place while the guard patrolled outside in the warm sun.

"Doesn't this sitting around all day irk you?" Rigley asked.

"Why no," answered Joe in some surprise. "You know I used to be a salesman, don't you?"

- 0 -

Some tall tales are told by the flying cadets in training here. Over at the Ryan school we sneaked

up on a couple who were doing some ground flying.

"Were you ever forced down?" one cadet asked another who had been telling about how he did some flying before he joined up.

"Sure I was," he came back. "Once I was forced down on a desert island with a beautiful blond."

"What did you do for food?" he was asked.

He rose, stretched and started for his plane.

"I say, what did you do for food?" shouted the other cadet.

He paused, "I'll be damned if I can remember," he said.

- 0 - 0 - 0 -

It's ridiculous to give your wife an allowance because with the present day prices, she'll spend it all before you can borrow it back.

- 0 - 0 - 0 -

A Ryan employee's wife was several hours overdue from a rather long trip, and he was very much worried. When she arrived at last he greeted her with, "I am sure glad to see you. I've been worrying---I thought maybe something had happened to one of the tires."

- 0 -

A man called to see a judge at his home. The caller was told by the maid, "Sorry sir, but he's at dinner."

"But this is important," explained the caller.

"Can't be helped, sir," replied the maid, "His Honor is at steak."

- 0 -

Some girls are like opportunities---they should be embraced as soon as they appear.

- 0 -

Long distance telephone conversation.

Bill: John I'm stranded down here in Dallas and need \$100.

John: I can't hear a word you say.

Telephone girl: I can hear him very plainly.

John: Well then, you send him the hundred.

- 0 -

Wife: Hurry up, dear. I must go out and show off my new costume. (continued on page 18)



We will always remember that very fine day
Tokyo was bombed, they now do say.
The boys were riding the beam--flying high,
Giving them hell, and watching 'em die.

That's good enough for us, just do it
some more
Till their country is clean as a new scrubbed
floor.
Show them no mercy and watch them yell.
Just keep on bombing till they're all in hell.

They're yellow we know by the things they
have done--
Bombing Pearl Harbor, by the Rising Sun,
Showing no mercy to our Boys in Blue--
So the more we bomb, the sooner we'll be thru.

We will do our part on the production line
And buy all the bombers the boys can fly.
Just keep on bombing the Japs and Huns,
And we'll all back you up till the job is done.

R. V. Edwards

AIRCRAFT ALUMINUM ALLOYS

BY WM. VAN DEN AKKER

For years the aluminum alloys have been used in aircraft construction and yet it is surprising to note that in many cases those engaged in using these materials are rather unfamiliar with their properties.

Contrary to the ferrous alloys, aluminum was not known to the ancients and for the most part it was utilized only in very small quantities until 1886 when the electrolytic method for its preparation was discovered. It is interesting to note that aluminum was at one time considered a precious metal as are gold, silver, and platinum, for Napoleon had the buttons on his uniform made of aluminum, and the Washington monument in Washington, D.C. was capped with a piece of aluminum.

It might be well in our discussion of these high strength alloys to mention just a few of the interesting points behind the use of aluminum and its alloys in aircraft construction. There is an abundance of material available; it is light in weight (about 1/3 the weight of steel); it is rather easily fabricated, in that it lends itself rather well to such operations as cutting, forming, drilling, riveting, etc.

In addition to the above is the matter of standard forms. These too are available, such as sheet, tubing, bar stock, extruded forms, etc. On the whole the resistance of the material to corrosion is rather good. It is available in a variety of tempers or degrees of hardness and strength. Some grades of the material are heat treatable, thus permitting of the increase in strength of the material. Several varieties of alloys are available, such as wrought materials, casting materials,

and forging and extruded stock. Lastly, the material is ductile, possesses excellent scrap value with low shipping costs due to its light weight.

A numbering, lettering system has been set up in order to distinguish these alloys, one from the other, as they are used, and further to permit the engineer to select the most suitable material which is to be used. Let us explain this numbering, lettering system. For example, let us use the aluminum alloy which we shall call 24. These two numbers indicate that this material has a definite chemical composition which is identified by these numbers. Should we now follow the 24 with the letter S such as 24S, we would then be indicating a wrought material of chemical composition 24. To continue, we can add additional letters such as the letter O, -- 24SO. This indicates an aluminum alloy of formula 24, a wrought alloy and lastly the letter O indicates that the material is in the fully annealed or softened condition.

Still further modifications are obtainable, one of which is by changing the letter O to the letter T. A change of the letter O to the letter T indicates that the material is in the fully heat treated and hardened condition as 24ST. The final modification consists of the formula 24SRT which indicates as stated above the chemical formula, the type of material, whether wrought, cast or forged, that the material is in the fully heat treated and hardened condition and lastly that the material has been mechanically worked after heat treating as indicated by the letter R. This type of material is normally called "strain hardened".

One can easily understand therefore, the quantities of information obtained by these formula number designations. This is but a very brief explanation of the methods of identifying these alloys. A material such as 195T6 can be identified as follows: the number 195 indicates the chemical composition, the T indicates "tempered" or "heat treated" while the number 6 after the T indicates the number of the heat treatment or simply the type of heat treatment. It is to be noted that the letter S is absent and this material is therefore not a wrought material, but instead a cast material.

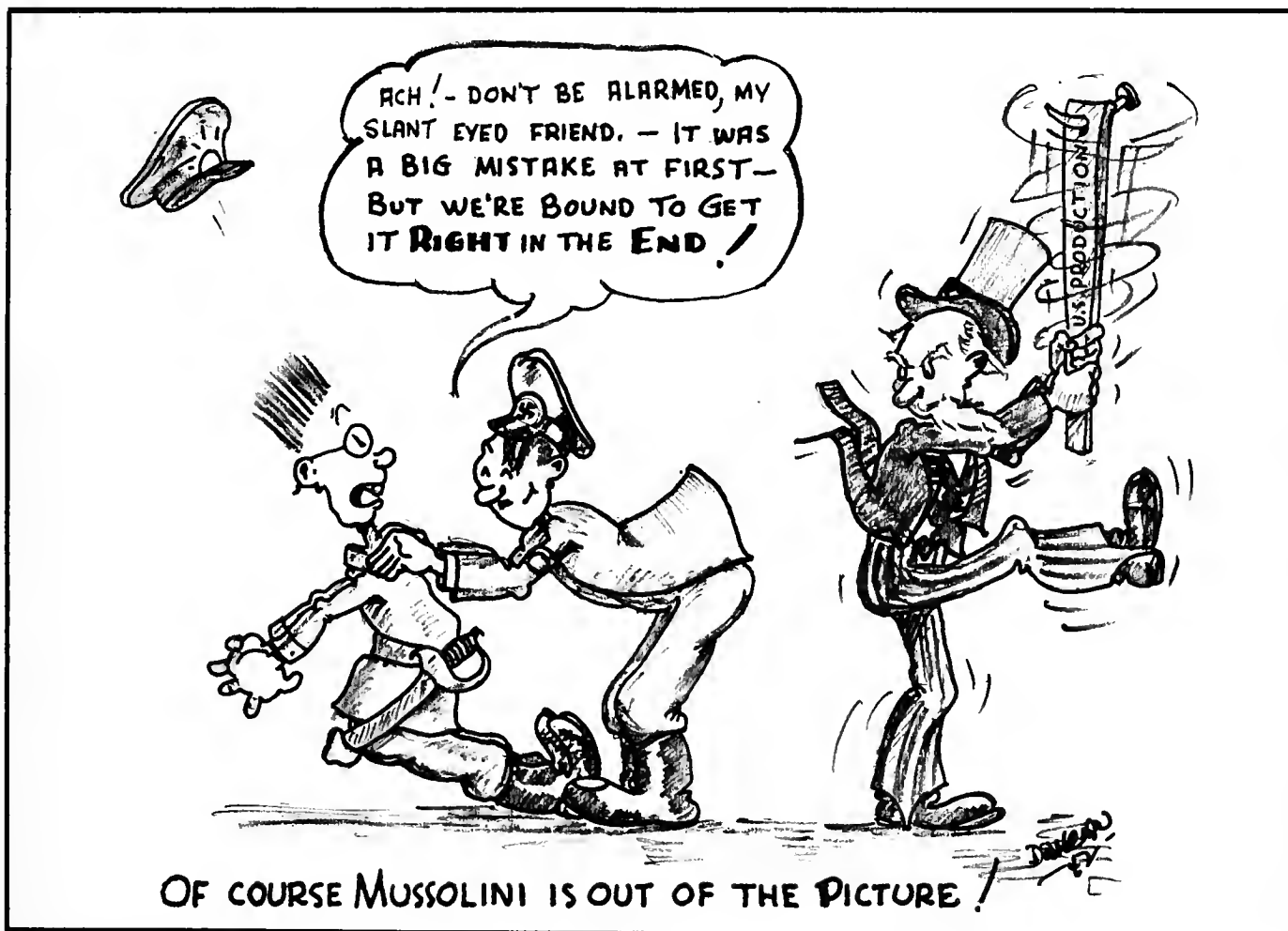
Still other materials are non heat treatable such as for example the 52S material. These materials are identified as was the alloy 24 excepting that the different hardnesses are indicated as follows; 52S1/2H, this would indicate the chemical composition, a wrought material, and that the material was 1/2 hard or midway between the fully hardened and the fully softened condition. This hardening since it

cannot be obtained by heat treatment is then obviously obtained by mechanical work such as rolling.

One can readily appreciate the wealth of information which is contained in these formula designations and can further appreciate the extreme importance of keeping separate the different alloys is so great that we must consider them as entirely different materials, which they are.

Some mention was made earlier of the heat treatment of these alloys. This heat treatment by which the strength of these materials can be enormously increased, normally consists of two operations. The first of which is called "solution heat treatment" and consists of heating the parts at a fairly high temperature. (915-930°F. for 24S alloy) followed by a rapid quench in cold water. Upon the completion of this operation the material is "aged". This aging operation consists of a phenomenon such that a change takes place within the metal itself. This change is due to a partial release of the alloying element copper from a super saturated solution so that a "chain like" reinforcing structure is formed thereby greatly increasing its strength. The latter type of treatment which we have called aging is usually referred to as a precipitation heat treatment. In the case of the alloy 24S this latter treatment of aging takes place spontaneously at room temperatures.

Some mention should be made of the corrosion resistance of these materials. Pure aluminum is highly resistant to corrosion. However, as alloying elements are added to this aluminum the corrosion resistance drops, and it follows therefore that since most of the materials used in aircraft construction are alloys, protective measures must be instituted to prevent their deterioration in service. In addition to the matter of corrosion resistance of the materials themselves is the very important consideration of the necessity of maintaining the strength and ductility of the materials so long as they are a part of the modern airplane. A few of the more common methods used to protect the material are zinc chromate primer, chromodizing, and anodizing.





WANT PASSENGERS? NEED A RIDE?

Just as the plant showed a swell increase in War Bond sales these past two weeks, so has the ratio of passengers per car passing the barricade shown a definite increase this past fortnight, BUT WE STILL HAVE A LONG WAY TO GO. Even with the increase, there are only about two persons per car, which is far from satisfactory FOR YOU!

So - here's a plan for exchange of information between riders and drivers which we hope you'll follow, and will find helpful.

DRIVERS who want RIDERS will find forms posted on all departmental bulletin boards on which they can list their shift, number of passengers wanted, and by "map section number" indicate the section of the city in which they live and from which they would normally pick up passengers.

The Personnel Department will then transfer this information from departmental bulletin boards to a consolidated "rider-driver" bulletin board (at the factory exit opposite the first aid room).

PASSENGERS who want RIDES will consult the "rider-driver" bulletin board which provides the necessary interchange of information, and there locate by "map section number", riders whom they can contact who have extra room in their cars.

Let's make this "ride pooling" idea work. IT MUST WORK if we're all going to have rubber left on which to get to the plant.



ENCHANTED CITY cont.

And to all those who are still doubtful of the future of this city, to all those who are still unable to read the handwriting on the wall, I would say, the cry has always been--always will be--go west. Well, San Diego is the west, land of ideal home life, land of romance, land of industry, land of health, happiness and opportunity. You who have seen its beauties and breathed its life-prolonging air learn this. Let one live and die in the very center of this wonderful city, created on the busy spinning-wheel of time. (to be continued)

Husband: Wait a minute, while I cut the fringe off the sleeves of my coat."

- 0 -

The next time you make a mistake, don't let it get you down, just look at Mussolini.

- 0 -

"There goes a woman who makes the little things count," remarked GARY ADAMS as a neat appearing young woman passed by.

"Economical housewife, eh?" we asked.

"No," Gary answered, "arithmetic teacher."

- 0 -

Have you heard about the young lady who put the crusher on her father? Well it happened out our way the other morning.

"Where have you been until this hour?" demanded dad as daughter checked in at 2 A.M.

"I've been sitting up with the son of the sick man you were telling mother you sat up with last night," she answered.

- 0 -

There was a young lady named Ginter, who married a man in the winter.

The man's name was Wood and now as they should The Woods have a cute little Splinter.

- 0 -

Marriage is like cafeteria service--you help yourself to what you want and pay for it after you get it.

- 0 -

He: I understand kisses speak the language of love.

She: I've heard that too.

He: Well, let's talk things over!

- 0 -

"Fred, Stop!"

"Why Mable, you don't mean it?"

"You just kiss me again and see."

(continued on page 26)

PRODUCTION

PORTRAIT

Many Ryan employees have had interesting lives and experiences in aviation, the commercial world and adventure before joining the Ryan organization. An example is Bill Billings of the Inspection Department. Flying Reporter would like to do stories -- "Production Portraits" -- on other Ryan workers whose lives and adventures would be of interest to all of us. Won't you suggest to the editors the names of Ryan employees you'd like to have interviewed?-----Editor

BILL BILLINGS

When Arthur S. (Bill) Billings, 48, jovial assistant chief inspector of the Ryan Aeronautical Company, puts his stamp of approval on a plane, all concerned with its production can rest assured they have nothing more to worry about its future performance. Trained to detect flaws at an instant, the keen eyes of Billings have looked on the aviation scene for more than a quarter century.

One of the nation's flying pioneers, he helped nurse the Navy's infant air force through its growing pains before many of the men in the factory today were born. In 1916, as an adventure-seeking youth with a four-year Navy hitch and three years of professional baseball in New England already under his belt, he enlisted in Naval aviation, and was sent to Pensacola, Florida, as a member of the first class to receive organized ground school instruction at that famed training base.

Previously, he had attempted to enter the Canadian Royal Flying Corps for World War I duty, but he was stymied by lack of a college education.

He learned to fly in the N-9's, a seaplane conversion of the Curtiss Jenny, and after a six months' course, received orders to go overseas, only to be diverted at the last moment to Squantum, Mass. to take charge of maintenance and receive more flight instruction with the Harvard and Yale University units.

His trail-blazing superior officer was Lt. Comdr. Earl Spencer, known to the world as the first husband of the present Duchess of Windsor, but remembered in the Navy as one of the handful who supported the naval air arm during those uncertain early days.

With Spencer, Billings came to San Diego for the first time in September, 1917, and organized a ground school in Balboa Park to train mechanics and select those with officer qualities for special courses elsewhere.

On New Year's Day, 1918, the sagebrush dotted wilderness of North Island, where Glenn Curtiss had operated his flying school and the Army had established Rockwell Field, became the site of the Naval Air Station.

Billings witnessed the birth of what has developed into one of the mightiest naval aviation bases in the world, and while there managed to complete the necessary 25 hours of solo training to qualify for an instructor's rating. The Naval Air Station was commissioned with the grand total of half a dozen N-9's and the somewhat ramshackle hangars that Curtiss had left, Billings, who was the only enlisted instructor on the island, recalls.

Advancements came rapidly for Billings. Shortly after the war, he was promoted to warrant rank, and was commissioned an ensign Aug. 1, 1919. Four months later, in response to a plea for volunteers to establish a new air base at Pearl Harbor, Billings and 10 other officers went to Hawaii.

Flying a Curtiss HS-2 boat, Billings and Ralph Oswald---who today by coincidence also is a Ryan employee, in the experimental department store room---helped make the first aerial reconnaissance of the islands, completing the round trip in 10 days.

When he returned to San Diego in December, 1921, Billings was assigned to a series of combat units, and here again his pioneering continued. He was in the first fighter squadron on the west coast, the first torpedo plane squadron, and was one of the early pilots to learn aircraft carrier landings, aboard the U.S.S. Langley, recently lost in the southwestern Pacific. He taught scores of other

(continued on page 21)

donald dudley's _ _ _ _ MACHINE SHOP DUDS

As we understand, it's too bad TURNER didn't seek fame and fortune in the movies instead of becoming a lathe operator. He would have been a sensation during the days



of William S. Hart, for no man alive can be projected into more adventure and that without half trying.

One might consider it a 1942 fishing record. He and the other lathe hands started out hilariously, doing Mexico among the sea-coast rocks searching for those hard-to-find and harder-to-get abalonies. After arriving at the exact spot they discovered the king of them all! Now.....with BAKER's eyes bulging out with anticipation....it must be obtained at all costs.

"Do you fellows", Turner asked cheerfully, "intend to let the object of our affection, the object of our search lay there and rot?"

"Indeed not!" retorted STRICKLAND instantly. "But how? It must be fifteen feet or more down there."

As they peered below, it did seem to be an enormous height. It chanced that the rocks came together forming a deep "V" and whenever a wave rushed within the gap, rocks seemed to tremble in protest. Then, the water rushed in all directions beating itself into a thundering lather.

To say the least, as an invitation it gave one the appearance of being rather repulsive.. repulsive in a dangerous way. But there lay the king abalonie. Something had to be done about it they fathomed. Indeed, it would be a prize.

Finally, in desperation, Baker ran to the car and soon returned with a long rope. It might have been a tow-line. They lowered Turner over the side. Inch by inch he was carefully lowered lest the sharp projecting

barnacles inflict deep cuts.

Locked within the deep crevice lay the beautiful abalonie. It took longer than they expected to pry it loose. Suddenly, Strickland looked seaward. Baker wrapped the line around his hand and followed suit. They were amazed to see a towering wave gathering in volume. Finally it commenced its gigantic rush landward. It loomed as a warning.

In desperation they shouted for Turner to let loose but he refused. Gingerly they attempted to haul in as they strained on the line. During the moment they could think of nothing else but the safety of their comrade. Still Turner clung to the line with one hand and the abalonie with the other, while the slip-knot tightened beneath his arm pits, he struggled to break it loose from the rocks.

Almost instantly the wave roared in his ears. It broke into a lather of plunging foam. Turner was dashed against the rocks terrifically. Then the line slackened.

For a brief moment fear froze two hearts. The veins stood out on their foreheads. It seemed as if their arms would break from the strain.

They proceeded to haul in thinking..... thinking anything. They felt as if something had gone wrong. No life tugged at the end of the line. Although heavy, it remained only as a dead weight. During such moments whose imagination would not turn handsprings? Imagine, if you can, their humble relief and joyous consternation-----for when they hauled away sufficiently, here came the head of Turner. And he was smiling. At first glance it appeared as if he had been sand- (continued on page 26)



GASARC

BY W.R. TRUCKEY

I had a talk with one of those Minute Men the other night. I really felt ashamed of myself for not having a weekly allotment to buy stamps and bonds. I have one now and I only wish it could be more. This country of ours is worth all we can give her, although all money invested in bonds now and held ten years will be paid back at the nice sum of \$4 for every \$3. So come on, gang, let's do our part and have the whole plant out 100 per cent.

The company will be more than glad to do all the work if you'll only fill out one of those allotment blanks. "Keep buying 'em."

"Patience is bitter, but its fruit is sweet." Since I first read those lines, they somehow seem to stay with me. I wonder who wrote them and if it was from experience?

Was trying to get an interview with STEVE DEVER, Assistant Foreman in Manifold Welding, when the whistle cut me short. Steve came here in December, 1936. His first job was building #2 bulkhead on the old S-T under Ed Morrow. Douglas "Wrong Way" Corrigan had the bench right next to him.

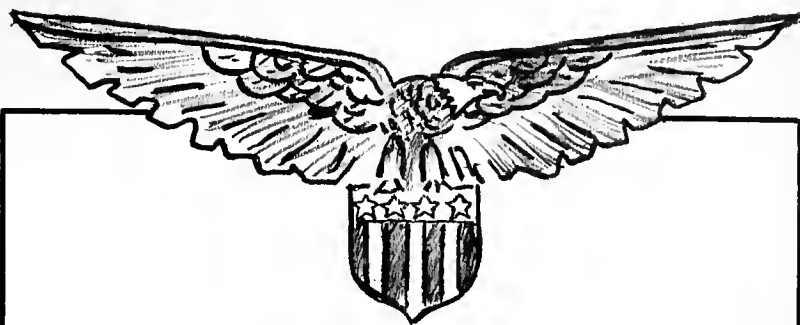
In 1939, when the company moved across the field to its present site, Steve was boss of the second shift ship and manifold welding until 1941 when he was made BOB GARDNER's right hand man. At present he is in charge of the line welding group which includes about 12 girl welders.

To the surprise of everyone, Steve got married to a pretty lass from back home about four months ago. According to all reports, he and his bride are getting along swell.

Next issue I hope to tell you about ROBERT "PAPPY" CLARK.

The stork has been so busy around here lately, it's kind of hard to keep up with him. Congratulations to Mr. and Mrs. LESTER BERNAL. They are the happy parents of a 7 pound girl born the ninth of May.

WANETTA TORBETT of Central Files has been so busy the past few weeks that they have given her a lovely helper, one "MARGA" MITCHELL. Hope you like us "fellows".



WINGS OVER PACIFIC
THEY'LL CARRY THE BOMBS
IF WE'LL BUY THE BONDS

MEET BILL BILLINGS cont.

fliers precision landings in this hazardous new field of aviation.

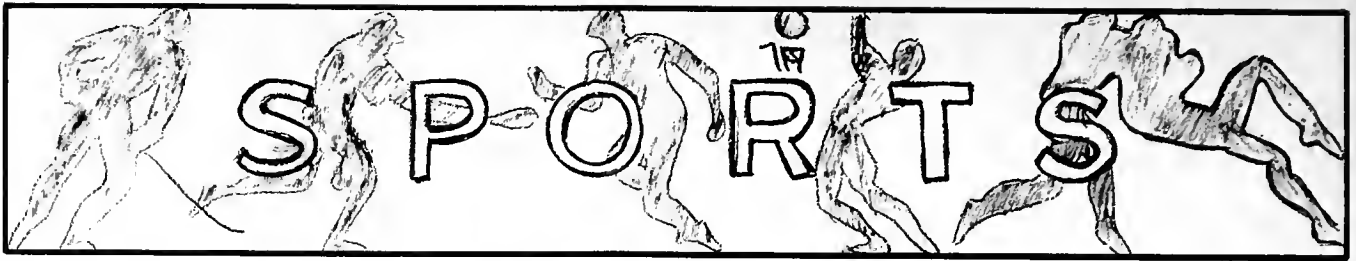
Before leaving the Navy as a senior grade lieutenant in 1932 to enter commercial transport flying, Billings also had made his mark as an athlete. During 1922, 1923 and 1924, he managed and played (as catcher) on the team which held the baseball championship of aircraft squadrons, battle fleet, and the all-Navy title in 1924. As a matter of fact, among the numerous institutions he helped put in commission was the ball park in San Diego now known as Lane Field.

In 1919, Billings married a San Diego girl, Margaret Fest, and today four children bear the Billings name--Jack, 21, in the Personnel Department at Ryan, Marjorie, 19, a clerk at Consolidated; Arthur, 15, and Johanna, 8.

WAR COMES CLOSE TO HOME cont.

the plant service department of the Ryan Aeronautical Company plant for 14 months, he observed the operation of all departments. Confident that he could fill a production job, he was given an opportunity in sand blasting May 18th.

"The best I can do for my boys is to work as conscientiously as possible, and to buy as many war bonds as I can afford," he said. "I guess that's the most any of us at home can do to help the fighters in the front lines."



SOFTBALL



"Play Ball!" Strike three! You're out! Oh, you blind bum!" Yes sir, the softball season is here again, and all the Ryan diamonders are again dusting off their gloves and sharpening their spikes in preparation for another busy campaign in quest of the city championship.

Last year Ryan had two teams in the "AA" League. However, this year both teams are combining their talents in one team in an effort to make a strong bid for the pennant in the Double "A" league.

The Ryan "ST-3" club will be entered in a lower league.

After several good practice games, both clubs are rounding into pretty good shape, and from early appearances, it looks like both clubs are real pennant contenders.

The "Ryan Air Club" is going to be entered in the "AA" league and is composed of many outstanding ball players--to mention a few:

"MOOSE" SIRATON, a veteran campaigner in the softball wars of the past will be back at short stop. JOE "FISHERMAN" BASSO, hard hitting center fielder, is another holdover. "EL CHIEFO" WALKER or "B-19" for short, a very handy man behind the bat, is a second year man. JACK and ERB MARLATT, two versatile brothers who are very adept at either baseball or softball. These boys formed the best key-stone combination in the winter baseball league last year.

At third base will be hustling TOM McWILLIAM back from last year. To round out the outfield will be BOB CHASE, SPEEDY COLE and newcomer BOB SHIVELY. These boys will be counted on for the power.

Not to be forgotten are the boys who will carry the brunt of the work for the club---the pitchers---BILL MATHIE, a newcomer, who last year pitched the Campbell Machine Club to the city championship, and "THE GIBBER" BRISTOW who did some very good pitching for the Ryan stacks last year. The club will be managed by "Yours Truly" with the able assistance

and advice of BRYAN MARLATT who will also act as utility. This along with shining gold and blue uniforms will be your "Ryan Air Club". Watch your paper for the league opening. Turn out and give these boys your whole-hearted support. "It's your team."

Not to go unmentioned is the "Ryan ST-3" club. Very capably managed by "SKIPPER" JOE LOVE, these boys are in there battling. With a little pitching they are going to give many a club a bad evening. Manager Love has the team going through its paces in weekly practice games and from his reports the club is "ready". Here is a general line-up of the club.

MARCAUX	P	VOLL	SS
MORAN	P	VARIONI	LF
SHAEFFER	C	GILBERT	CF
GLEEVES	C	BALLENGER	SF
DUNFIELD	1B	HUDSON	RF
BROGEN	2B	LOVE	MGR.
GIBSEN	3B		

BOWLING



Ryan's entry in the "B25" league at the San Diego Bowling Academy is from all appearances going great! At present they are resting on top of the league with seven wins and one loss. This team is playing in fast company and they deserve considerable credit. Members of the team include GRAINGER, BUD SLY, ED SLY, J. KEY, EMY GUTZMAN. This team recently had a 2798 series, which is good bowling in any league.

GIRLS!



Are you interested in a softball team? Contact BETTE LANDON, Machine Shop, or JACK BILLINGS, Welfare Department. The team is working out at local play grounds. Come out and give it a try.

FOR GOLF NEWS SEE PAGE 26

WOMEN MODELERS cont.

at the Santa Ana replacement center and may soon fly Ryan trainers manufactured in the plant where his mother is employed.

Mrs. Nell Jandt, who came to San Diego from Houston, Texas last December, is married to a soldier on duty in this area. She was a beautician before arrival here, and this is her first taste of factory work.

"It's a welcome relief," she comments. "Plaster can't talk back."

Mrs. Ruth Price, formerly of Lynn, Ind., was touring the country with her husband when he obtained work here in January, 1941. He's a building tradesman employed at the naval training station.

"I enjoyed mathematics, drawing and making models in school back home," she declared, explaining how she came to be interested in the vocational school training.

Mrs. Geraldine Hunsaker, former Oceanside junior college student, whose husband is employed at Consolidated but expects soon to enter the Army Air Forces, at first undertook training for office work, then discovered that her casual interest in drawing and sketching could be applied to a war industry job.

Mrs. Ann Sutton, student at the University of Utah for three years, and Mrs. Etta Todd, graduate of the University of Iowa, are the "scholars" among the aviation sculptresses. The latter had studied painting and sculpture in school and on her arrival here from Henderson, Texas, three months ago to be near her husband, a chief petty officer at the Naval Training Station, learned that she had the required background for the new field in modeling without entering vocational schools.

All are enthusiastic about the work. It may not have the glamour usually associated with modeling, but the women are sure, after they've removed the last speck of plaster from their fingers at the day's close, that victory has been brought a step nearer through the cumulative efforts of their new kind of industrial workers.

LUCK means the hardships and privations which you have not hesitated to endure; the long nights you have devoted to work. Luck means the appointments you have never failed to keep; the trains you have never failed to meet.

---Max O'Rell---

CONSERVE RUBBER

OR, WOULD YOU PREFER RATIONING?

DO YOU WANT GASOLINE RATIONING? Well if you're like we are, the answer is undoubtedly NO. But, unless some of us "get off the dime" on the matter of "pooling" rides to and from work, the Government is going to make the answer: Yes, we are going to have gasoline rationing.

THE FACT OF THE MATTER IS THIS: Southern California faces gas rationing, not because of a shortage of gasoline, but as a means to enforce rubber conservation.

IN SPITE OF THE "GROUP RIDING" and rubber conservation programs carried out by this and other aircraft companies, surveys of Southern California factories still show less than 2 passengers per car.

HERE AT RYAN we have shown a slight gain in the number of passengers per car, but unless the ratio can be increased from an average of $1\frac{1}{2}$ or 2 passengers per car, to nearly 4 passengers per car, we'll have gasoline rationing "just as sure as God made little green apples".

WITHOUT GASOLINE we'll have to double up. Let's try instead to see if we can't double up voluntarily and thus avoid, in large measure, the necessity of gasoline rationing. How about it?

MEANWHILE, the Aircraft War Production Council, Inc., a coordinating agency for the eight principal Southern California aircraft manufacturers, including Ryan, has sent its manager and the chairman of its Transportation Committee to Washington to meet with government representatives on the problem of rubber conservation and gasoline rationing in an effort to best serve the interests of aircraft workers.

MAINTENANCE

Me, I was peckin' holes in the concrete floor of the planishing shed t'other day when one of those blokes tapped me on the shoulder and said, "Y're makin' too much noise, buddy. How's to pipe down?" Imagine da noive of dem bums! Me, I went on peckin'.

CHARLIE BAKER and H. C. BUCKNER, second shifters, have taken over a large tract of land, near Encanto, formerly occupied by Japanese. Beans, tomatoes and squash comprise the crop. The beautiful coat of tan exhibited by the boys is evidence they have been out in the sun on the trail of boll weevils and other varmints. More power to ya, hombres.

MCCUNE is turning his horizontal potter's wheel again after having a severe tussle with the flu. HILL, returned from a leave of absence, has severed all connections with us and hired out to final assembly. And, with a bit of sadness, we must announce the departure of Mrs. Virginia Carey. She has chosen another field of endeavor. Her place has been filled by MRS. H. C. PARHAM.

WHITE, second shift leadman, won the free bond at the latest drawing.

JONES and BRISTOW, third shifters, were awakened in the wee small hours of a recent morning by the shrill blasts of a plant policeman's whistle. Upon investigation they found the plant officer had incarcerated himself within the template crib, and, unable to regain his freedom, applied his lungs to summon aid. Jones and Bristow accomplished the release by informing the officer he could open a door by turning the handle conveniently located on the inside.

Hey, look at the cyclone comin' up the road! Naw, that ain't no cyclone. It's just a couple of Ryan

bike riders. The blanket bedecked Osage standing on a Pawhuska street corner saw a cyclist and remarked, "Heap big lazy man.

Walk sittin' down". Some of these

local hills can't be negotiated sitting down. The only method

is to steer a zig-zag course from curb to curb like a

ship tacking into the wind. "EL

TORO" JOHNSON, of Jamul, has threatened to saddle "Rozinante" and revive the pony express if gasoline is rationed.

The following is from a letter, postmarked Turtle Creek, Pa., received by MRS. HEULER, wife of one of our tinsmiths. It shows the deep feeling of appreciation, felt by those who are keeping the home fires burning, for any entertainment given their sons who are serving in the armed forces of our country. The soldier mentioned in this letter has been invited into the Heuler home. We quote:

"In days such as these, when the world is in such unsettled condition, the youth of our country are in a bewildered state and can be pardoned if they take an attitude of resignation and give up all hopes they had built for the future. When a boy is in the atmosphere of his own home, he can counsel with those who love him and who try to keep him on an even keel. But when the width of a continent divides a son from his parents, discouragement too often creeps into his life and defeats all the fine aims he has had. At a time such as this, youth needs all the home environment and friendship he can get. All of this I am confident my son is getting through his association with your family.

"Russell's father and I are grateful beyond words for this association.

"Only a woman could understand the feelings of another woman and mother, and only a grand woman such as I know you must be would do what you are doing for another's son."

New hands making their appearance recently are TOM FORD, machinist; M. P. EDWARDS, general repair; H. W. ABERSOLD, stockroom; W. E. GILLONS, blacksmith. We also have a host of "draftees" from other departments.

BY

PAT KELLY

Spring has sprung, summer has brought flies and Tom & Gerry missed the deadline again. I just don't understand how it happens.

Hearts and flowers are doing their utmost these days with HELEN CROSIER announcing her engagement to James Hoffman. Also RUTH BOWEN took the fatal leap and now answers to the name of MRS. "LEP" MITCHELL. Congrats and best wishes to both Helen and Ruth.

Well, Slim, you went an' done it, we see. Now the Ryanettes can take a rest and let your wife take everything in hand. Seriously, good luck and lots of happiness to you both. Sorry to have missed your housewarming, Slim, but Gerry couldn't find me and I wasn't under a table either, if that's what you're thinking.

SARAH LIPSEY of Laboratory sure has that calf-like look these days. In case you wonder who, come down to the Tower on Monday nights. He's a good looking engineer, I'm told.

In the last issue we forgot to give you all the details on the super shower given by GENEVIEVE BERGATH for MILDRED ALKIRE, now MRS. LANTZ. Sure was an eventful evening to say the least. PAT KREGNESS arrived with a present from the police department--seems she was going 42 or so in the 25 mile zone. She couldn't talk herself out of it either. Must have been an old timer, cause I guess she tried everything. FLASH--just heard it cost her fifteen dollars. There goes the budget right out the window.

It must have been in the air that night, because the honored guest and Genevieve were delayed by having to dodge two or more Marines who wanted directions to Los Angeles. Boy, that's a new angle. In fact they were nearly unexpected guests cause they followed them to the door. Gosh darn, and I had a very uneventful trip on a bus. Mildred got some beautiful things and, oh people, you should see Genevieve do the hula. She beats "Grable" any day. Those who attended the gala evening were our bride MILDRED, VIVIAN GANNON, LENORE BARR, JEAN MCNUTT, PAT KREGNESS, MARGARET FUSON (TOM), and the hostess GENEVIEVE BERGATH. CARLIE GROSS and GERRY WRIGHT sent lovely gifts but were unable to attend.

A super-duper birthday party was given for JEAN MCNUTT at the Diner. A corsage was presented to her. That Purchasing Department sure is on the beam. Weddings, surprise birthdays and stuff. NORICE KIRKSEY left for Washington where she was to be married Saturday, May 30th. Military wedding with all the trimmings.

The Ryanettes

BY TOM & GERRY

ADELAIDE SMITH has left for Arizona to establish a new school office. Sorry to see her go.

Several of the girls had lunch with Mr. Ford's former secretary, HELEN GLASSON, and CLEOLA BOYD, now married to an Army instructor. (We Ryanettes sure can pick 'em.)

Several of the girls got together at the Saddle Rock to welcome DOROTHY ARMENTROUT, now MRS. DORTY, back from the Hawaiian Islands. From her accounts of the boat ride home, it was really a nightmare. DOROTHY, LENORE BARR, MARY FREEL, JANE ROBERTS, DOROTHY MANNING and GENEVIEVE BERGATH helped to make it quite an evening.

Guess this is all the gossip so bye for now and see you later.

AN OLD FRIEND continued

Just how this got upside down we haven't the slightest idea, but maybe you better turn the page over and finish the article.

stick.
new "excuse", and we mean a good one that will
to make good - or else you'd better dig up a
on regular schedule" you've got a chance now
up for War Bonds "just as soon as we get back
if you're one of those who said you'd sign
roll deduction.
your name on the dotted line for regular pay-
to chip in there like a good fellow and get
NEPHEWS (your cousins) ON THE FIRING LINE is
can do in return for him AND FOR ALL HIS
torial staff, so about the nicest thing you
has to the members of Flying Reporter's edi-
he is selling WAR BONDS. I guess

other than YOUR UNCLE SAM
Anderson's good friend and relative is none
Well, Ryanites and Ryanettes, Charles

GOLF

Sunday, May 24th, at La Mesa Country Club the first Ryan monthly golf tournament took place with all the smoothness and splendor of a big time tournament. Much of this is due to the fine work of a guy named CLANCY. Not only was the turn-out larger than expected, but the brand of golf displayed by some was far above the average. A swell time was had by all. The next tournament will be held at the San Diego Country Club. Watch your bulletin board for the date. Following are the winners of the tournament:

Low Gross BILLS -76 \$4.00 in Defense Stamps
Low Net WILDER-52 \$4.00 in Defense Stamps
Most Pars GIBSON-10 \$3.00 in Defense Stamps
Most Birdies C. LIGHT (2) \$3.00 " "
Blind Boget HAVER, MORKOWSKI, CLANDY, SARICH
WINMILL and USLER-all \$1.00 in Defense Stamps

NUTS BOLTS & RIVETS CONT.

In the movie theater two girls were talking: "Have you ever listened to a movie with your eyes shut?"

(From the rear row) "Have you ever listened to a movie with your mouth shut?"

- O -

"Is Madge still looking for her ideal man?"

"Good heavens, no! She's far too busy looking for a husband."

- O -

"Did you enjoy your ride last evening with that young doctor?"

"Indeed I did. He has the most charming roadside manner."

MACHINE SHOP DUDS CONT.

papery. His arms and shoulders not to mention anything about his legs, were red as fresh beef.

As he struggled painfully over the lip of the boulder, he flung the object of their affection...the huge abalone...at their feet.

"Indeed it must weigh a ton!" they shouted with sick relief.

* * *

No wonder many other workers from various departments try to be transferred into the machine shop. Never a dull moment...something cooking all the time. And speak about being friendly...well try it sometime. Just like grandma's famous gingerbread.

* * *

From the fellows:

How about tipping our mitts to FRANK SAYE in the employment office. Always, your shop-torn reporter is told, he is very much interested in the welfare of all...newcomers and old alike. Really, after being interviewed, he does leave one with the impression of grave "solicitude" which seems to hit one's solar-plexus in a friendly manner. Never mind, this can create nothing in return but goodwill. Psychologically speaking, new applicants and old alike think it's quite the berries. Indeed, fellows, he has a very good memory for persons, places and things. This feature has been demonstrated frequently.

* * *

Talk about work! For one moment do not think that the fellows in Inspection (ladies alike) Crib No. 3 have been asleep. Far from it...for example:

Hundreds of new forgings have been checked and layed-out by O. P. HATCHER. He is the fellow who always sits in the corner directly behind the "production posters". And by the way, why not pause for a moment and take a gander toward those posters. What do they mean?...mean to all of us?

Fellows, attention. It's almost time to get hot. All tolerances must not exceed .010; not over .015 with a little stretching at the most. Sounds like double talk but all mechanics will understand. These limits are practically final.

Indeed! This is everyone's opportunity to demonstrate to other companies that Ryan mechanics are as good as can be found...anyplace. This is the one chance in a million. Take a squint at the Posters and make the best of it, fellows,—thanks.

* * *

Well, Betty, as your shop-torn reporter looks at it, you are doing a nice job. Some of the fellows seem to think you have been destined for better, bigger things sometime in the future.

Who really knows, in the distant future perhaps ladies will be managing machine shop production? In this land of ours, nothing is impossible. All have equal opportunities...providing they have what it takes. Hit the ball and answer the call, is the cry of the day.

* * *

All right, fellows—how about greasing the old palm and skid the news along? As long as he remains among the fold, your shop-torn reporter is willing to burn the midnight oil; however, it does take a little cooperation. In fact, cooperation is what makes the world a healthy place in which to live. And thanks a lot for those friendly gestures.

RYAN'S ARSENAL FOR DEMOCRACY

HERE at Ryan, in one of America's most modern aircraft factories (doubled in size several times in the last 18 months) some of the most noteworthy advancements in production methods to save vital time and increase efficiency have been developed. Here, long production lines of sleek metal planes are moving ever faster in supplying the world's finest training equipment for our Air Forces and our Allies. Here are fashioned in greatly increasing volume the exhaust manifolds that control the engine fire of our best bombers and fighters. Here Democracy is at work *day and night* to provide the tools with which to win our overwhelming victory. And if it takes more, we *can* and *will* put out more!



RYAN AERONAUTICAL CO., San Diego, Calif.
IN VOLUME PRODUCTION FOR U. S. AIR FORCES AND OUR ALLIES

Ryan **Flying Reporter**



Vol. 3 No. 9

JUNE

26TH

1942

PUBLISHED BY AND FOR EMPLOYEES



RYAN AERONAUTICAL COMPANY

RYAN FLYING REPORTER

Vol. 3 No. 9

June 26, 1942

in a PIG'S EYE



Suppose we don't produce enough--enough of the fighting gadgets our fighting men must have in order to slap the Japanazis silly . . .

So tomorrow we lose the war . . .

What then? Do you feel pretty bad about it--but go back to peacetime work about the same as before the war?

IN A PIG'S EYE YOU DO.

You go to work right away for the Japanazis, producing stuff for them--whatever stuff they want and need to make them so strong no one can ever rise against them.

You work their hours--70 a week if they say so. You get their idea of pay--in phoney money. You get shipped off like a work horse to any place, any kind of job they say--and you take it.

Yes, you take it. If you so much as open your trap, you're asking for death--starvation, torture, death for your friends and family. So you take it. You even see your kids yanked out of your home to start a life of slave labor.

Sounds like propaganda? Nuts. It's exactly what's happened to every people who have lost to the Japanazis. What's happening today in Poland, Belgium, Holland, France, China, Norway--even Italy.

So we don't lose the war! Instead, we turn out so much hell-raising equipment for winning this scrap that our enemies wish they'd never been born!





RYAN FLYING REPORTER

Published by Employees of the
RYAN AERONAUTICAL COMPANY
Through their Welfare Department

* * * * *

Editors: Bill Wagner; Sue Zinn
Art Editor: George Duncan

Editorial Assistants:

Bob Close
Slim Coats
Ray Morkowski
Wm. van den Akker

Special Contributors:

Sports News	Jack Billings
Thar's Gold	M. M. Clancy
From Eagles of War	Irene Travis
Idle Hours, and	
I am an American	John Rodgers

Departmental Contributors:

"X" Marks the Spot	Dan Burnett, Jr.
Timestudy	Chas. W. Brown
Sheet Metal Shavings	Emil Magdick
Gasarc	W. R. Truckey
Ryanettes	Tom & Gerry
Machine Shop - 2nd	Win Alderson
Nuts, Bolts & Rivets	Noremac
Machine Shop Duds	Donald Dudley
News 'n Views	Dick Gillam
Experim-ettes	"Jonnie" Johnson

DEADLINE on copy for the next issue falls on
Wednesday, July 8th.

A MAN FALLS IN LOVE WITH ANKLES AND DIMPLES,
BUT THEY NEVER KEEP HIM IN LOVE WITHOUT A
GOOD DISPOSITION TO HELP.

Just as we go to press two more names are
received for the Ryan Honor Roll too late to
get on the Honor Roll Page. HERBERT N. RIDDLE,
formerly in the Receiving Department is now
with the Army Air Corps and WALTER A. SWANSON
from Sheet Metal is serving with the U. S.
Navy.

EVERY MAN SHOULD KEEP A FAIR SIZED CEMETERY
IN WHICH TO BURY THE FAULTS OF HIS FRIENDS.

FROM THE EDITOR

If anyone ever deserved credit for a good
job well done that person is Sue Zinn, who
since Flying Reporter was started just a year
and a half ago, has been the "power behind the
throne" largely responsible for developing the
magazine from a haphazard throwaway gotten out
on a "ditto" machine to its present neat,
interesting and intimate style.

So, this is by way of tribute to Sue, our
assistant and alter ego, who is leaving us.
You on the staff of Flying Reporter and a few
others in the plant have had only infrequent
contact with Sue, and perhaps have assumed
that her full-time job was editing Flying Re-
porter. But such has not been the case, for
in addition she has been the editor's secre-
tary and, more precisely, "right hand man."
Replacing her has given the editor some head-
aches as anyone can tell who has seen the
stream of applicants coming and going from the
office.

Flying Reporter is going to sorely miss
Sue's interest and hard work in making the
magazine worthy of its contributors' and
readers' support. It's not going to be easy
to replace her. But we will soon have a new
editor and the magazine will continue to roll
along to continually better serve you. So,
it's thanks to Sue, and good luck to her
successor.

Bill Wagner

TO HELP A FRIEND

The spirit of comradeship among Ryan work-
ers was shown by a typical gesture recently of
employees in the manifold department where Bill
Dubleman, small parts crib inspector, has been
missed for some time.

Bill underwent a serious operation, and is
still in critical condition at his home. To
let him know that the boys in the shop were
thinking of him, and at the same time to help
him over some financial "humps", many of the
manifold department workers gladly followed
the suggestion of Cliff Skates, lead man, and
built up a fund of more than \$100 out of their
bonus checks on a recent pay day.

That's the sort of "get-together" attitude
which displays most clearly the high morale of
war industry workers.

It's the

"RYAN RECRUIT"

WINNERS ANNOUNCED IN PT-22 CONTEST

The judges of the PT-22 name contest have finally come out of their huddle (it was a long one, wasn't it) with the winner, and it's to be the "RYAN RECRUIT" hereafter when referring to the popular Ryan low-wing Army trainer.

Judging the contest was quite a problem for those who sat in on the final decision because of the great number of names submitted. Then, when "Ryan Recruit" was finally chosen as the winner the judges were faced with the problem of how to split up the \$25 par value War Bond--but split it they must since four employees submitted the winning name. They were:

O. A. ROSEN	Inspection
MAXINE LITTLEFIELD	Engineering
R. J. MORKOWSKI	Manifold
J. D. LIGHT	Dispatching

One other employee submitted the name "Recruit", but his entry was received after the closing date of the contest and so was not qualified for the prize. Another entry was "Recruiter," but this name was also ruled out.

Since there was a duplication of winning entries, the judges have ruled that the prize be equally distributed, with \$6.25 each in War Stamps going to Maxine Littlefield, Rosen, Morkowski and Light who can collect by contacting Gary Adams, Personnel Manager.

REGARDING SUGGESTIONS.....

The Production Drive Committee wishes to acknowledge its appreciation to those employees who have expressed their personal interest in the important jobs they are doing in war production by submitting shop suggestions whose purpose is to speed manufacture of our aircraft and accessories.

All suggestions are given prompt and careful study in order that all suitable ideas may be put into shop practice. It must be recognized, however, that in some cases suggestions which are original with the sender will have been previously thought of by someone else or already be under study by supervisory personnel. It is therefore hoped that the statement of the Production Drive Committee that any suggestion is not a new one will be accepted in good faith.

In this connection it is requested that you again read the Suggestion Plan Rules on the back of the suggestion blanks when turning in your ideas. Remember also to tear off and save the numbered stub at the bottom of the suggestion blank.

Some suggestions may not be adopted completely but every idea submitted may contain the germ of an important contribution to increased production, so keep them coming.

If for any reason you feel that your suggestion has not been given full consideration, or has not been correctly understood, or improperly analyzed, it is requested that you put a slip into the suggestion box, mentioning your original stub number. The Production Drive Committee will then re-investigate your suggestion.

PRODUCTION DRIVE COMMITTEE

POSTER DESIGN CONTEST

If you've been watching the Production Drive Bulletin Board on the First Aid wall adjacent to the main factory exit, you've been seeing the winning entries in the Poster Design Contest sponsored by the Production Drive Committee.

A swell bunch of entries were received and the three winners have been selected for Production Drive Award medals to be presented them today.

A. G. BRITTON of the Finishing Department was the first to have his poster displayed not

only because it was a very dramatic conception of the American Eagle carrying a bomb in his claws, but because he himself executed the poster as well as conceived the original idea.

H. R. HANSON of Stainless Steel Welding had three original ideas accepted by the Poster Design Contest Committee and all three ideas are being made up into posters to be displayed, while E. F. ROEHMHOLDT of Sub-Assembly was also judged a winner for an original idea which will also be shown on the bulletin board.



W WILLIAM H. HUMPHREY, CHAIRMAN
E GENERAL COMMITTEE DISTRICT 5
S PETROLEUM INDUSTRY WAR COUNCIL
T 79 NEW MONTGOMERY ST
E SAN FRANCISCO CALIF

R RETEL OUR J. W. WILTON IN CHARGE OUR SCRAP SALVAGE PROGRAM HAS ALREADY
U ACCUMULATED AND DELIVERED TO DEALER APPROXIMATELY 850 POUNDS SCRAP
N RUBBER.
I
O
N

RYAN AERONAUTICAL CO - LOCKE

SAFETY PROGRAM BROADCAST FIRST AIR RAID DRILL HELD

Methods by which lives are being saved and injuries avoided in a traffic safety education program conducted in the Ryan plant were described in a radio talk over station KFSD by M. M. Clancy, engineer.

He told of the peculiar problems confronting Ryan workers, most of whom require auto transportation to the factory because of its distance from the nearest commercial transportation facilities.

"We must cut down traffic injuries and fatalities if we wish to keep up our splendid record of production," he pointed out, referring to local accident statistics showing that 65 percent of all persons injured on highways since January 1st were engaged in some phase of the war effort.

Safety posters on bulletin boards, encouragement of employes to enlist in the Automobile Club of Southern California's "Keep it Under 40" campaign, and appointment of revolving committees to disseminate traffic safety information throughout the plant are among the methods used to impress the seriousness of the situation on Ryan workers, Clancy said.

He explained that due to intensive work by the personnel department, the "doubling up" plan to reduce the number of cars on the road and to conserve materials has had some success at Ryan, whose occupancy rate per car is approximately 1.75 employes, compared with the Southern California average of 1.5. But it must go much higher if the campaign is to be successful, he pointed out.

Five thousand traffic ordinance booklets published by the Citizens' Traffic Council have been obtained for distribution to Ryan workers in the safe driving campaign, Clancy asserted.

An amazing sight greeted the observer at the first of a series of air raid drills conducted by the plant protection department Monday, June 15th.

At the instant that the sharp blasts of the factory whistle sounded to indicate the hypothetical presence of enemy planes, hundreds of workers disappeared as though they had evaporated into thin air.

Following instructions faithfully, they had taken cover, dropping under benches, etc. to protect themselves against lethal fragments. Meanwhile, the emergency squads, fully equipped with helmets, fire-fighting and other emergency equipment immediately appeared at their posts, ready to cope with any disaster.

And when the all clear signal was sounded 10 minutes later, the factory in a wink was restored to its former lively pace. Men by the hundreds seemingly sprang into sight out of thin air.

Recalling how the fire in the paint shop last February was quickly controlled because a well-trained emergency crew was prepared to go into action swiftly, workers throughout the plant have come to regard the air raid drills with the seriousness due them;

When every person knows the exact role he is to take in an emergency, many lives will be saved in event of an actual catastrophe.



Is Your

RECORD UP TO DATE?

Urgent need for employees to keep their personnel records up-to-date at all times is being demonstrated daily in the plant. Above all, correct local names and addresses of persons to notify in event of injury, as well as the worker's own address, marital status and other pertinent information should be supplied the personnel department whenever there is any change to be recorded.

Out-of-town addresses of relatives or friends designated as individuals to notify are of little or no value except in rare events when the emergency is extremely serious. However, it is important in all cases involving serious situations that the personnel department have available local addresses.

For instance, a worker who recently cut his hand on a band saw and was taken to a hospital for treatment had the name of a Los Angeles person as the one to notify in event of an accident. The injury was not serious enough to merit a trip to San Diego from Los Angeles. After considerable time spent checking around the plant, a friend of the worker was found who volunteered to inform his landlady of the accident in order to quiet her apprehensions.

The same day, a telephone call was received by the plant, with the information to be forwarded to an employee that his wife was very ill. His personnel record showed him to be single!

Another worker who suffered an injury and was taken to a local hospital had listed the name of a person at a San Diego address which had no telephone. There was not even any indication of this reference's relationship. A lot of questions were asked and eventually it was learned that the reference was employed right in the Ryan plant on another shift.

Save needless effort by the personnel department by providing it with all necessary information. It's to your own interests to do so.

TAKE
OF RUBBER
ERASE THE JAPS

AUTO TAX STAMPS NOW ON SALE

Announcement was made today by Nat Rogan, Collector of Internal Revenue, for Southern California, that auto use tax stamps in the denomination of \$5.00 are now on sale in all Post Offices and in the Revenue Office in San Diego. The stamps will evidence payment of the motor vehicle use tax for the year beginning July 1, 1942 and ending June 30, 1943.

Collector Rogan warned that the deadline for purchase of the \$5.00 stamp is July 1, 1942. The stamp must be affixed to the lower right hand corner of the windshield on all vehicles, and the make, model, serial number, and State license number of the vehicle should be inscribed on the back.

There is no post card to be filled out in connection with the purchase of the new stamp. A vehicle owner need only buy his tax stamp and affix it to his windshield on or before July 1. The new stamp will have a serial number imprinted on its face for identification.

Collector Rogan also warned that should gasoline rationing be extended to California, each motorist will be required to furnish the serial number on the face of the stamp to his Rationing Board before he will be given a gasoline card.

DIG 'EM OUT!

The worn-out tire in the corner of the garage, the leaky hot-water bottle, the old galoshes..

They aren't of any use, but they're more precious than gold.

The Army needs every scrap of rubber the nation can dig out of its cellars and attics and garages.

It takes three-quarters of a pound of reclaimed rubber to make a gas mask, thirty pounds to make a tire for a big bomber. And 45,000 pounds go into the building of a battleship.

Those old rubbers in the hall closet might help make a machine-gun mount.

Dig 'em out. Turn them in at your neighborhood gasoline station.

WHY WE HAVE A...

Plant Protection Department

or

THE FIFTH COLUMN STRIKES TONIGHT

The story "The Fifth Column Strikes Tonight" recently distributed by the United States Flag Association and the U. S. Army's Internal Security Force is both striking and interesting - striking and interesting because it so tersely and thrillingly portrays what has happened often in the conquered democracies and what might happen here in our own country any night, especially Saturday, Sunday or on a holiday night.

Army authorities have asked that this story be distributed to Plant Protection Officers, and Flying Reporter feels its use is timely in connection with the sketch on the opposite page about our own plant protection chief.



At exactly a quarter past midnight, three huge trucks drive up to the gates of one of the large defense plants in our State. A uniformed driver steps down into the glare of a small flood light. A lone guard comes forward. While examining the truck driver's papers, the guard is slugged from the rear and his body thrown into the back of one of the trucks. The three trucks, each hiding 50 saboteurs, dressed as soldiers, drive through the open gates.

Out leap the saboteurs, each armed with the latest model sub-machine gun, and file briskly into the plant. Under the pretense of a protecting force, the uniformed saboteurs herd the workers together and order them to line up against the wall. Wonderingly they obey, and then suddenly their expressions change from one of trust and cooperation to fear and horror. It dawns upon them that their visitors have come not to protect, but to kill.

A pitiful look of helplessness freezes on their faces as the saboteurs jerk their machine guns to their shoulders and methodically mow them down.

At a signal from their leader, the saboteurs set about to obey the real order of the night. With grim efficiency they move from one machine to another, planting time explosives.

In less than half an hour their work is done. The men gather at the main doorway, leap into the trucks, and speed through the gates.

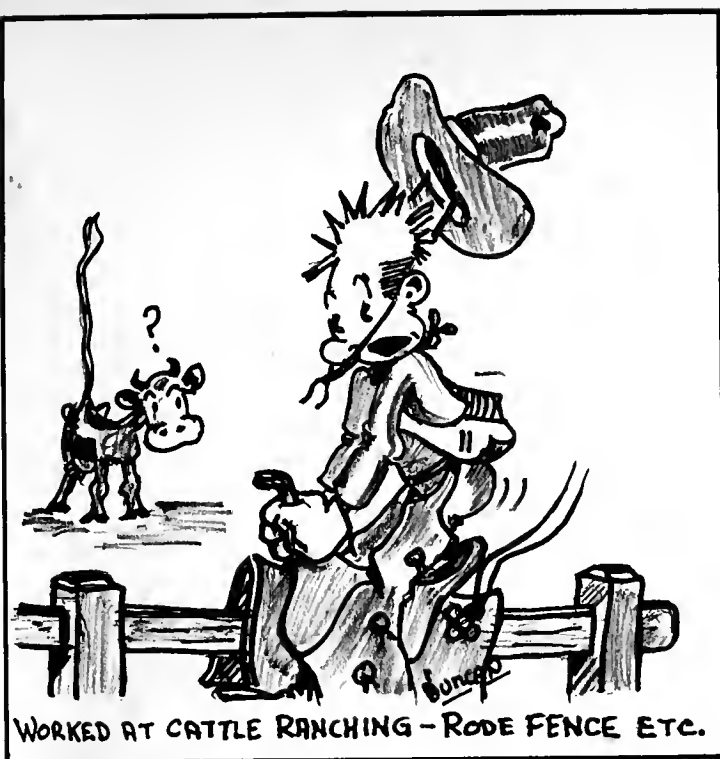
Inside the plant one maimed survivor from the awful carnage, crawls to the alarm switch...but too late. The night is rent as blast follows blast, and one of America's vital war plants in smoldering ruins is out of operation. An hour later, the "protection" arrives.

The whole country is aghast as this first report breaks into the morning hours and starts an avalanche of similar reports from Chicago, Detroit, Cleveland, Pittsburgh, Los Angeles, and other strategic production centers, which unfold the unbelievable story of how the pride of America's Soldiers of Production have been slain in ambush and her giant, impregnable fortresses of production are reduced to charred ruins and twisted steel.

The Fifth Column, ominously quiet for so long, has struck from coast to coast, and the flow of arms from Freedom's last powerful ally is stopped indefinitely.

That same morning Adolph Hitler broadcasts exultantly, "Japan can have her Pearl Harbors, her Singapores, and her Soerabaja. I have taken the greatest prize of all, "The Production Lines of America."

Will it actually happen tonight? Washington can't stop it! The answer lies with you. YOU are betting YOUR life that it won't! Get to your posts, Americans....NOW.... and see that it doesn't!



Meet AL GEE

BY BOB CLOSE

If you want to know the reason for getting called down when you go from department to department without a badge, or when you spend precious production time chatting with a pretty secretary (or some such sabotage), just drop down to the Plant Protection Office, have a talk with Al Gee, and you'll find out why, but fast!

Al's a mild-mannered, courteous fellow who is as much at ease conferring with a plant executive as in settling the problem of an average worker or one of the factory police. He's got quite an educational background, and with a little prodding, he'll tell you about all his special police and F.B.I. training. A few minutes with Al Gee, and you'll be convinced that crime does not pay.

Everyone knows our Chief of Plant Protection, but if some new employee should ask you, "Hey, who's this Al Gee, anyhow?" you can say:

Al was born in northwest Nebraska in 1903. He worked at cattle ranching (riding fences, round-ups, "Roll on Little Dogies," etc.) and took part in rodeos. (You fight over the pronunciation.) He went to high school in Glenwood, Iowa, and attended Nebraska Central College

where he studied banking, business and human relations. He was a member of Company I, 168th Infantry, Rainbow Division, National Guard, in charge of automatic rifles, a type that is still used.

In 1922 Al was a special agent for the Chicago, Burlington & Quincy Railroad, as a result of which he learned about human nature and mob psychology, believe me! For instance, he saw a negro beaten by a mob of 700 people—and even if you do like the Hunchback of Notre Dame and Dracula you'll have to admit that that must have been pretty awful. It gave Al a good idea of how a frenzied, temporarily insane gathering acts. He also saw a man attempt to put soap chips in the water tank, which would have blown up the boiler. Nice sense of humor that guy must have had! Al's partner tried to stop this fellow and got shot at for his trouble. They had many real shooting matches with unknown saboteurs who were trying to wreck property. These various encounters gave Al a good understanding of human nature. Many of these lessons he learned at the risk of his own life and, brother, that's a hard way to get knowledge.

In 1933 Al joined the Navy and tried to get an Annapolis appointment, but he missed due to the fact that he was over age by two months. He served a two-year naval "hitch" aboard destroyers and their tenders.

When he left the Navy, Al entered the trucking business in San Diego. He had charge of a surfacing job on Lindbergh Field and during that work he became acquainted with many of the old-time pilots.

After spending some time in this business, the old desire to continue his police work predominated and Al accepted a series of special assignments that took him from the Canadian border to, and below, the Mexican

(continued on page 22)

ONE PEOPLE *with* *but* ONE PURPOSE

I AM DEEPLY STIRRED BY YOUR RADIO MESSAGE AND IN THE NAME OF THE MEN
IN MY COMMAND I THANK YOU FOR YOUR PLEDGE STOP IT IS AN EARNEST OF
AMERICA'S UNSWERVING DETERMINATION TO CRUSH OUR IMPLACABLE FOE.

MACARTHUR.



This was in response to the following MacArthur Day message from the Aircraft War Production Council, Inc., of which the Ryan Aeronautical Company is a member.



YOUR FELLOW AMERICANS, THE MEN AND WOMEN IN THE AIRCRAFT FACTORIES OF
SOUTHERN CALIFORNIA, HAVE ASKED ME TO GIVE YOU A MESSAGE. THEY COULDN'T BE
HERE TODAY. THEY ARE TOO BUSY. THEY ARE IN THE PLANTS RIGHT NOW, BUILDING
FIGHTERS, TRAINERS, BOMBERS AND CARGO PLANES. THEY WANT ME TO TELL YOU
THAT NOTHING WILL STOP THEM FROM PROVIDING YOU WITH THE FINEST EQUIPMENT
AERONAUTICAL SCIENCE CAN PRODUCE. THEY WANT YOU TO KNOW THAT YOU CAN RELY
ON THEM TO CARRY THE BATTLE OF PRODUCTION THROUGH TO FINAL VICTORY. THIS
IS MORE THAN A PROMISE, GENERAL, IT IS A PLEDGE. IT IS MADE TO YOU NOT
ONLY BY THE THOUSANDS OF LOYAL MEN AND WOMEN ON THE PRODUCTION LINE BUT
ALSO BY THE MEMBER COMPANIES OF THE AIRCRAFT WAR PRODUCTION COUNCIL. THESE
COMPANIES ARE CONSOLIDATED, DOUGLAS, LOCKHEED, NORTH AMERICAN, NORTHROP,
RYAN, VEGA AND VULTEE. THANKS TO YOU, THE ENEMY HAS HEARD OF US ALREADY,
AND THEY WILL CONTINUE TO HEAR OF US, I CAN PROMISE YOU, IN EVER INCREASING
NUMBERS.

AIRCRAFT WAR PRODUCTION COUNCIL, INC.

SLIM'S PICKIN'S

By the time you read this, Father's Day will have passed. However, we do not feel that we should let the day pass without a few words in behalf of the poor old Dads. Father is usually the hard-working fellow with a tired expression instead of a face.

We are told to honor father and our daze in the land may be long. Whether we honor father or not, our daze in the land will never be as long as his. Poor Dad is given the run around until he is dizzy than a left-handed man in a revolving door. And when there is company in the house he's hidden like liquid assets in a plea of voluntary bankruptcy.

Dad is the fellow who brings home the bacon and is allowed to smell it cooking. They select a testimonial date for him in the middle of June because that's when the days are getting longer, hotter and tougher.

Still it's a nice thing that Father has a day, because Mother and the children give him nice presents of golf shoes, fishing tackle, elephant guns, roller skates, parachutes and butterfly nets. Anything to get him out of the house.

The day is set aside for Father, and then they set Father aside for the other 364 days. However, on Father's Day he is allowed to go anywhere he wants to, provided he doesn't enjoy himself. The family will all be there in the back seat to hurl mailing directions, household hints, and traffic regulations from producer to consumer. The only thing we permit Father to do by himself is work. When he tries to crash the community chorus or break into the family secrets, the rest of the mob holds off as cool and aloof as springtime in Alaska.

Let us pause a moment in silent tribute to the earth's most misunderstood man. Or is Father's Day an understatement?

(P.S. If you want to meet a swell dad, you ought to know Slim's father. Eh, gang?--Editor)

I see by the papers that the United States troops have landed in Iraq. I suspect that Iraq and Iran are wondering how they got into this outdoor barroom brawl. Iran has the largest oil wells in the world, and Iraq is probably in the fight because of a mistake in spelling. Anyway, by the time the children go back to school, they won't have to bother about either. You can also cross Baluchistan and Afghanistan off the quiz list.

Also just read in the paper where a Texas posse caught a tire thief and threw a loop around his neck,

and rushed him to the nearest tree. But, believe it or not, they'd forgotten how to lynch a rustler, and rather than give themselves rope burns, they regretfully turned him over to the Sheriff. Time marches on, but it sure enough staggers a bit at times. I personally don't believe that the posse consisted of real Texans. It must have been one of Major Bowes' units.

Before we open the sweeper and dish up the local dirt, we'd like to thank the Lieutenant of the Mosquito Boat operating in the Pacific for his nice letter. We understand that the Mosquitoes have caused Hirohito so much trouble in the East that whenever he hears the word "mosquito" he yells, "Quick, Mr. Moto, the fleet." (Take your time on that one.)

Now a hair-do stylist has named something "the General MacArthur wave." Sounds ridiculous to me. About the only wave General MacArthur is interested in is wave after wave of U. S. bombers flying to the rescue of the boys over there. If you would believe all of the pictures they show us, Gen. MacArthur does nothing else but salute, or perhaps he's shading his eyes, looking for those bombers we're going to send him in 1943.

We wish to extend sincere congratulations to MAYNARD "RHETT BUTLER" LOVELL and MONTIE MURRAY who were married in Santa Ana, June 7th. Also to KENNY RUSH who will marry NADINE BEVARD on June 28th. Advice to June brides seems to be plentiful but how about bridegrooms? Should they be forgotten and allowed to enter the maze of matrimony without a bit of advice? Homer once said, "Though you love your wife, do not tell her all you know; tell her some

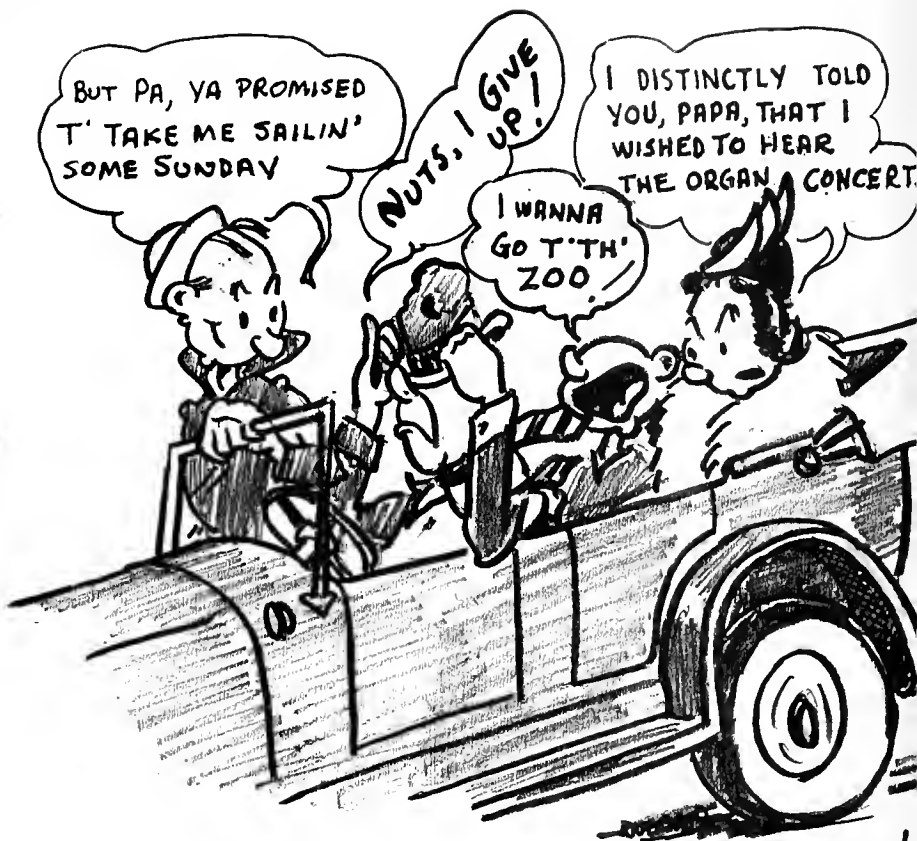
BY SLIM COATS

trifle and conceal the rest."

DAPPER DAN BURNETT and several of the boys from the Experimental plant have grown full beards, due to the fact that they are right on the job most of the time, and very seldom leave their work. At first when he walked up to me I thought it was some hobo trying to put the bite on me for a few potatoes, and I tried to give him as wide a berth as the Pullman Company gave to Kate Smith. But after peering into the shrubbery for a few minutes, I discovered it was really Dan.

BUTCH ORTIZ finishing up daily pep talk: "--now get your gang in there and let's speed up production--" Ten minutes later--"Tell your boys not to use RED HAMMOCK's bench." Ten minutes later--"Tell your boys not to use COOK's band saw." Ten minutes later--"Tell your boys not to use KRUGER's expanding mandrel." Later "--not to use WILDER's clamps." Later "--not to use HARRIS' bumping dollies." Later, "--not to use BICE's grinder." Later, "--not to use THOMAS' air hose." And so on, far into the night. We wonder if it would be O.K. with Mr. Ryan if we use his plant?

The entire Manifold Department, usually considered the rough-necks, the rowdys and the incorrigibles, perhaps because the men shave once a week whether they need it or not, donated their bonus checks 100% to the Army boys on guard duty around the plant. And the following week they indorsed their bonus checks and turned them over to BILL DUBLEMAN who is seriously ill at the County Hospital. And not long ago they took up a collection of over a thousand dollars to pay for an operation for one of the gang. Come to



DAD MAY GO WHERE HE'S UNABLE TO ENJOY IT!

think of it, there is something that smells about a system that permits only the very wealthy or the very poor to have an operation, the "middle class" being unable to afford it.

E. P. MALLOTT just received his divorce, and is happy about the whole thing. He said, "The cup that cheers but does not inebriate, is not the cup that cheers."

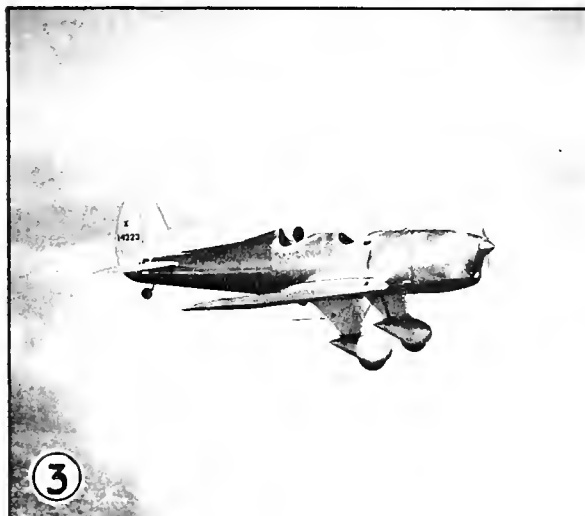
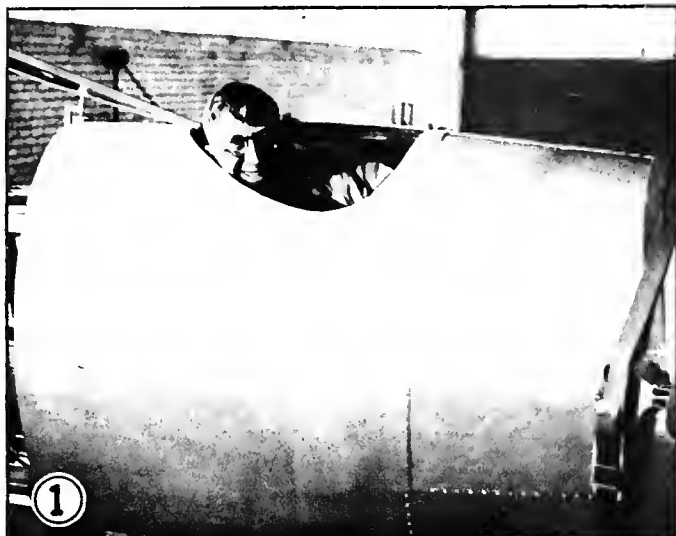
It is with sorrow and regret that we see the girls move in on us in our department. The "Last Stand" so to speak. Now we'll have to discard some of our choice words and phrases, and take up such cuss words as "oh fudge," "For Heavens Sake," or "O bother." Maybe I'm just prejudiced. I bought my kindergarten teacher a big red apple. She took it. I haven't trusted women since.

Our first air raid practice was a complete success, and everything was as smooth as an oiled road, as JOHNNY VAN DER LINDE stood by, his face beaming like a four-alarm fire. JIM SHARBER left us to go to North Island, and from Greenville, Ohio, SLEEPY HORN writes that he's talking business with his girl friend of high school days.

Things You Must See: ERNIE MOORE riding his spring cycle. Welders STANDISH and FERGUSON's new conveyor belt, speeding up production from tacker to welder. TEX ROWLAND trying to make a roper out of CHIEF BRODERSON.

(continued on page 20)

1933 TWO DECADES OF



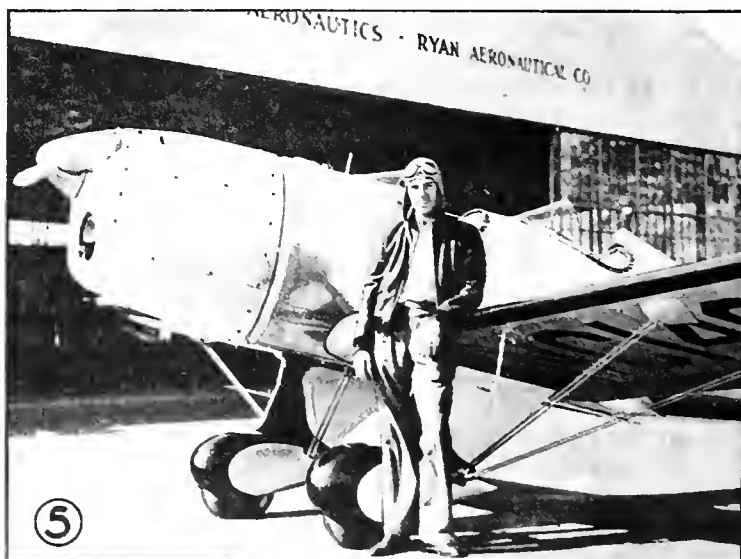
The S-T Makes its Bow . . . In the autumn of 1933 when the time seemed to be approaching when the market would be ripe for the introduction of a sport and training plane of advanced design, Claude Ryan, together with Millard Boyd, Will Vandermeer and other company technicians, developed the country's outstanding low-wing monoplane — the Ryan S-T — which has subsequently made aviation history.

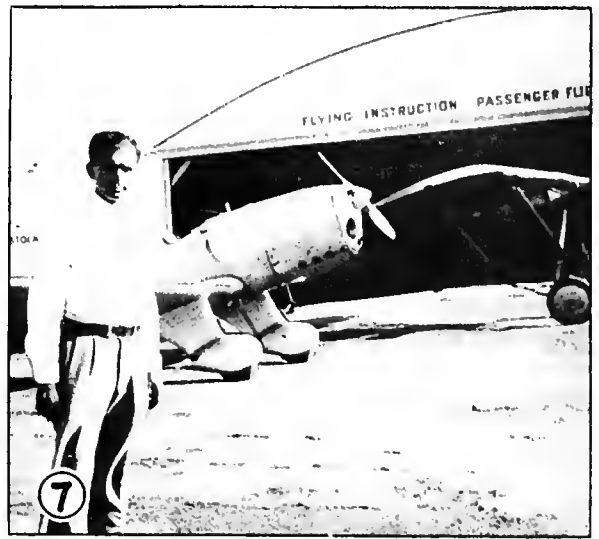
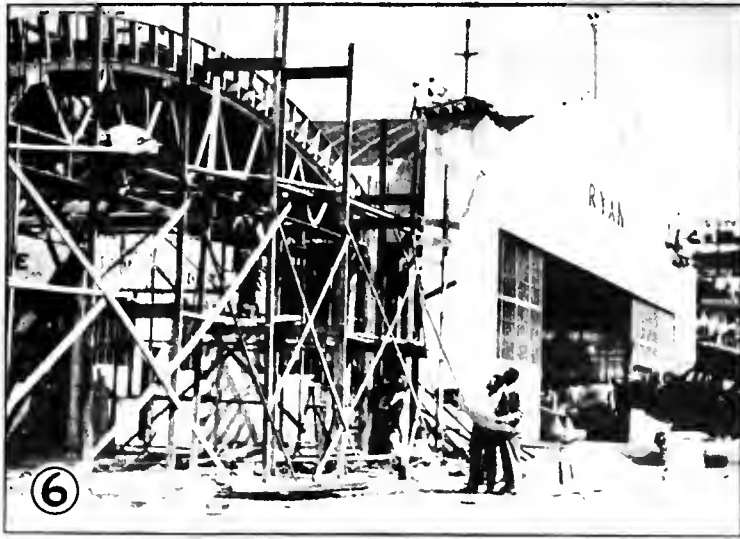
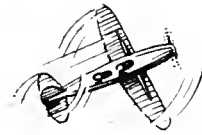
The whole organization pitched in together to engineer and construct the first S-T as is demonstrated by Picture (1) which shows Millard Boyd crawling out of the tail cone after spending the day inside the fuselage helping finish the riveting.

The men responsible for the design and manufacture of this first of the S-T series are seen in Picture (2) posing beside the plane on the day it was completed. From left to right they are John Fornasero, chief pilot; Claude Ryan, Millard C. Boyd and Will Vandermeer. In the air on her initial flight, the first Ryan S-T is seen in Picture (3). By June, 1934, the S-T had received its Approved Type Certificate and was then extensively service tested for months.

The second Ryan S-T to be built was flown by Claude Ryan on a delivery flight to Leonard Peterson (4), left, distributor in Seattle. Peterson, flying his S-T, established himself along with Tex Rankin as one of the leading acrobatic pilots of that time.

Peter Dana, Ryan School of Aeronautics flight student, is shown with his Ryan S-T (5) in which he established new coast-to-coast records for planes of that class.





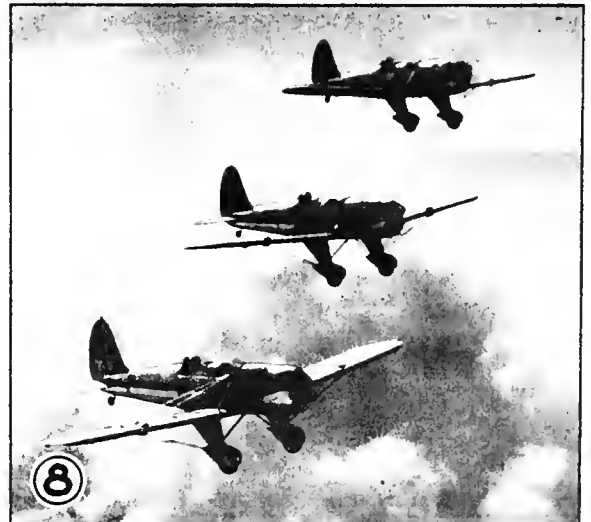
Wins Aerobatic Championship ... Early in 1935, Ryan S-Ts were coming out of the busy Ryan factory on a production basis and later that year construction was under way on new Ryan buildings on Lindbergh Field (6) to increase the available production area. Picture (7) shows Ryan with his earliest and latest monoplane types — the Ryan S-T and the Ryan M-1. Used in commercial flight training by the Ryan School of Aeronautics, three S-Ts are shown (8) in a beautiful formation flight picture taken by Jimmy Erickson.

Interest from abroad began to be displayed in the Ryan S-T series and in 1936 the first Ryan S-T for export was crated for shipment to Brazil (9). Standing, at the far left is Eddie Oberbauer and next to the right is Dan Burnett.

In 1936 Tex Rankin, most famous stunt pilot of his day, won the International Aerobatic Championship at St. Louis in his stock model Ryan S-T (10) against a field of specially-built stunt planes, winning high honor for the Ryan monoplane and himself.

Late in 1936 a number of S-Ts were exported to the Union of South Africa for use in pilot training activities.

Few planes have won and held the popular approval and acceptance enjoyed by the Ryan S-T series of trainers. They proved to have unusually high performance for their power and an exceptional speed range due to cleanliness of design combined with low power and wing loadings. Practically every known aerobatic maneuver could be performed easily and accurately in the S-T. Its flight characteristics have long been acknowledged by pilots as being practically perfect.



NUTS, BOLTS & RIVETS ^B

S.S. Teacher: Now Children, where does God live?

Johnny: I know--in the bathroom.

Teacher: Why Johnny, where in the world did you get that idea?

Johnny: Well, every morning I hear daddy knock on the bathroom door and say, "God, how much longer are you going to be in there?"

- - V - -

I heard a guy say that when the Americans get through with the Japs, the language in Hell will be Japanese for millions of years.

- - V - -

Honest but poor, he asked her to marry him.

"You couldn't even dress me," she said.

He: "I'm not that dumb."

- - V - -

A woman was asked if her daughter was happily married. "Yes she is," replied the mother. "She has a husband who is afraid of her."

- - V - -

When Old Mother Hubbard looked into her cupboard, it was bare no more...need I mention. Much food she had stored and of sugar a hoard. She's getting the old age pension.

- - V - -

A visitor said, "Your baby is certainly a cute little rascal. Does he take after his father?"

"Well, yes--in a way," said the mother. His father is not quite so cute, but he is much more of a rascal.

- - V - -

Diner: Do you serve crabs here?

Walter: We serve anyone--sit down.

- - V - -

The young woman was talking with her grandmother about men. "I always thought a lot of Algernon," she said, "But last night he told me he just couldn't bear children."

"I wouldn't let that worry you too much," Grandma said consolingly. "You know you shouldn't expect too much of a husband."

- - V - -

Heard on the beach--"Oh mother, may I go out to swim?"

"Yes, my darling daughter. You're nearly naked anyhow, you'd look better in the water."

The old gentleman was very ill and the minister had been called to administer religious solace.

"Are you prepared to meet the king of terrors?" asked the dominic.

"Not me," said the sick man. "I'm not afraid to meet him because I have been living with the Queen of Terrors for 35 years."

- - V - -

"No darling, you are not going to get a new doll. The one you have is perfectly good. In fact it is as good as new."

"But mother," objected the little girl,

CHEERFULNESS
IS A WEAPON
WE CAN ALL WIELD

"I'm just as good as new but that didn't stop you from getting a new baby."

- - V - -

On mules we find two legs behind, and two we find before. We stand behind before we find what the two behind are for.

- - V - -

On a wet afternoon recently, a four year old girl was forbidden by her mother to go out collecting waste paper from neighbors. It was much too wet, her mother said.

The little girl fixed a stern eye on her mother and demanded, "Do you want to win this war or don't you?"

- - V - -

The temperance lecturer was telling about the evils of drink. "In San Diego," he said, "there are by actual count 500 bars, cocktail lounges, taverns, taprooms and bootleg joints. And I am proud to say that I have never been in one of them."

"Which one?"--from a guy in the back row.

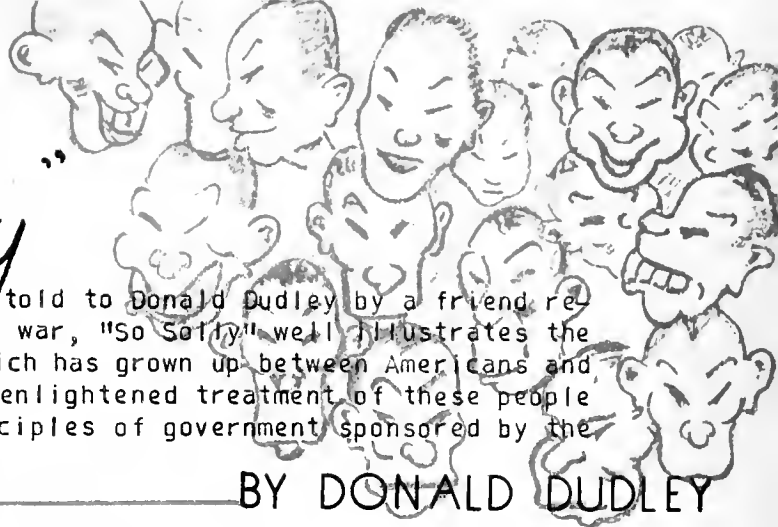
- - V - -

The judge was trying a Negro charged with stealing chickens. "Mose," he said, (continued on page 30)

"So Solly"

A fictionalized version of a true incident told to Donald Dudley by a friend recently returned from the Asiatic theater of war, "So Solly" well illustrates the feeling of mutual trust and consideration which has grown up between Americans and Filipinos as the result of this country's enlightened treatment of these people when they were living under the fair principles of government sponsored by the United States.

BY DONALD DUDLEY



Naturally she did not possess the muscular strength of a man! However, she did have something, for her grit and single-handed determination intermingled with zeal knew no bounds. Consequently, the whirling, swirling chaos of war had projected this unfortunate woman into a peculiar role from which there was no immediate escape.

Like many others, she had been obliged to flee when the Japanese soldiers savagely invaded the island. Everything had been sacrificed to this gigantic military machine of destruction. It was either a case of leaving all, including their homes, to lustful invaders, or else....!

For centuries, it seemed, night and day melted into one hideous nightmare. Many, thinking safety lay ahead, fled to the mountains. Others were captured and brought back to the shell-scarred town. There they were forced to live in miserable surroundings and, like a pack of animals obliged to search for food. But the Japanese high command had already issued orders against smuggling. Anyone caught would be put to immediate death! Consequently many people were well nigh starving.

Like the others, this lady was under constant surveillance. Not a single hour passed that she was not being watched. However, she was destined to play a game far more dangerous than they.

Then came the eventful night when many of them were seated around a make-shift table within a stable. They were struggling to obtain what they called a feast, secretly. All felt the insecurity of their position. But hunger had driven them to the point where desperate chances overshadowed their safety.

But the suspicious eyes of the Japanese Military Police caught on and raided the stable. All were roughly marched off to headquarters. Each minute their plight grew more desperate.

Many when questioned, thinking only of their own salvation, simply shrugged their accusing shoulders in her direction. But during this dark hour...during this period of rank betrayal...she uttered not a single word. It seemed as though she were attempting to conserve her strength for the ordeal that yet lay ahead!

Consequently, those traitors that she had formerly fed were mauled around shamefully and later escorted back to their miserable hovel, there to again linger,

suffer, and feel the pangs of starvation. They were given their "final warning."

When the repulsive, leering Japanese General looked penetratingly in her direction, he sneeringly said:

"You know just what this means? No one is supposed to have food. It's for our soldiers. Tell me where it was obtained and you will retain your freedom? Who smuggled it for you?"

For a brief moment she thought of her former Filipino house-boy. She firmly decided not to tell. Then, slowly, like the knell of doom, she replied:

"Yes indeed! I know exactly what it means." After a brief pause she continued, "Death itself cannot be more difficult than constantly living like a pack of wolves, searching amid the garbage of ruins, amid the fields for roots to eat."

At that moment a sharp knock resounded from the General's office door. For a brief moment he appeared vexed. And for a flash, his eyes snapped fire as he bade whoever was outside to enter.

Briskly there marched into the room a military messenger. Somehow the woman thought he looked strangely familiar. Desperately she searched her turbulent mind for a clue. None came.

With one sweeping gesture the messenger laid a sheaf of papers upon the desk. And this attracted the woman's attention to a metal letter opener. It's long, tapering blade riveted her gaze.

(continued on page 24)

SPORTS

BY JACK BILLINGS



SOFTBALL: Softball in the city of San Diego has recently survived a near disaster due to the recent "dim-out" regulations. However, because of the ingenious work of the board of supervisors, softball will again furnish the city with its chief form of recreation.

The board has definitely decided on Twilight Ball, with the exception of the Mountain View Playground which will operate as usual due to the fact that the grounds are located in such a manner as not to outline certain

targets for any "lurking Mikado submarines."

Twilight Softball has proven very popular in the eastern states and it should meet with the same success in this area. However, without the support of the public, the game will be dropped entirely. In order to offset this a little, this department will, in the future, post notices on the bulletin boards in regard to just where the "Ryan" teams will be playing.

The "AA" league will open around June 22nd, and will be composed of ten teams this year. The "Ryan Air" team is again a strong threat for the title as its record up to date will verify. The club has won 4 games from very tough competition, while dropping 1. The only set-back was suffered at the hands of the tough "Reddy Kilowatts" on a night when our ranks were weakened by absentees.

Following are the batting and pitching averages of the team including records of the recent game with the Naval Training Station. JOE "FISHERMAN" BASSO, slugging center fielder, is pacing the club with a lusty 475 batting average. GIB BRISTOW and SPEEDY COLE are pacing the pitchers with two wins and no losses. However, BILL MATHIE has been slowly rounding into shape due to a long layoff. We expect much of Bill this year.

Name	AB	H.	AVG.	Name	AB	H.	AVG.
BASSO	11	5	.475	STRATON	12	3	.250
SHIVELY	15	6	.400	COLE	8	2	.250
MCWILLIAMS	12	4	.333	WALKER	15	3	.200
CHASE	6	2	.333	MATHIE	6	1	.185
E. MARLOTT	15	5	.333	BRISTOW	5	1	.200
J. MARLOTT	15	5	.333	MERCHANT	4	0	.000
BILLINGS	15	4	.266				

The Ryan "ST-3" club will be entered in the "BB" league and will play all twilight games starting at 6:15. MANAGER JOE LOVE has had the club inactive due to the recent change-over. However, Joe informs us that the club is ready and all set to go.

GOLF: The second Ryan Monthly golf tournament will be held at the San Diego Country Club, June 28th, so all you "divet diggers", "hookers", and "slice hounds" had better be preparing yourself for this coming event. The competition will undoubtedly be very close as some of the boys are rounding in to pretty good shape. BERNARD BILLS and LARRY "McPHAIL" GIBSON will have to look to their laurels in order to repeat their recent victories. Starting time will be 9:30. Watch the bulletin boards for further information in regard to prizes and so forth.



by "jonnie" johnson



It seems I have been appointed to write a few lines for, our dear ole Experimental Department, seeing as how "Danny" is too busy these days to concentrate on anything but the "pride and joy" of our department.

I'm far from being a writer by any chance and hardly know where to begin, but would like to say we are a happy-go-lucky bunch of boys and girls who get a lot of pleasure in doing our work. Maybe it's because we are all by ourselves, away from the main body of things, that makes us feel we are in a world all our own, so to speak. About the only trouble we have these days is that there just aren't the number of hours in a day we'd like to have.

By the way, when did they stop selling razor blades? Just in case a visitor strolls into our department unprepared, (for the shock he is bound to get), some of the fellows are not shaving until our baby's in the air. And to think I mixed the glue that holds it together.

Well, they tell me you can get used to anything - but I have my doubts.

Say! Girls, wasn't that a swell write-up "SLIM" COATS gave our boys about the flag that we helped them buy? You'd think we femmes didn't amount to a hill of beans. Well-!?! could be. Maybe that's the reason we're called the "Day Nursery."

This would be the place to add - "We could use some more girls." At least it would make our work a bit easier. Five of us find it a little trying at times to keep our share up to production, against all the men. Don't take me seriously, boys, I just had to put that in. After all, you gave us such a grand welcome when we were gently but firmly pushed in your direction.

Our good friend JOHNNY CRAMER is finding his work a bit different, to say nothing of confusing, since we acquired the time clock. How about it, Johnny, Everything under control? Too bad I'm not a timekeeper. I'm just wondering if the boys in the "monkey cage" (Machine Shop) would like for me to tell about their present pastime??? Well, maybe next time.

Our Mill man, MARSH, should be twins to get all his work done these days. In fact, the whole crew is working fast and furious to get our "Prize Beauty" out on time.

Well, I think this is enough for now. If this passes inspection, I promise to do better next time.

SPORTS cont.

BOWLING: The "Ryan Air" entry in the 820 league at the San Diego Bowling Academy from all appearances is going to spend the summer sitting at the top. Five weeks of competition have passed and the team is still resting on top of the league with a record of 17 wins and 3 losses. Anchor man J. KEY cut loose with a 644 series the other night which should prove the class these boys are in.

The Ryan "A" and "B" leagues are now entering the 13th week of competition and both leagues are still wide open. In the "A" league the "Wing" and "Stockroom" teams have a slight edge on the rest. However the "Arc Welders", "Engineering No. 2", "Planishing", and "Final Assembly No. 2" are in good position to cause considerable trouble for the leaders. The "B" league is very close indeed. "Manifold Jetters", "Sub Assembly", "Dispatching", and "Manifold No. 1" are all too closely grouped for anyone to make a prediction on the flag winners.

WHAT ARE YOU INTERESTED IN?

Badminton Tournaments
Tennis Tournaments
Rod and Reel Club
Rifle Club

If you are interested in any of the above, or if you have any suggestion as to any group activities that could be engaged in by the company employees, please drop us a line in the personnel department.

Jack Billings

FROM Eagles of War TO Doves of Peace

When I speak of the "Eagles of War" I mean our airplanes. Of course airplanes were not primarily the instrument of war. They are basically a means of transportation in peace time. But today our work is in a life and death struggle for its very existence and our planes are proving one of the strongest of all weapons toward retaining our freedom.

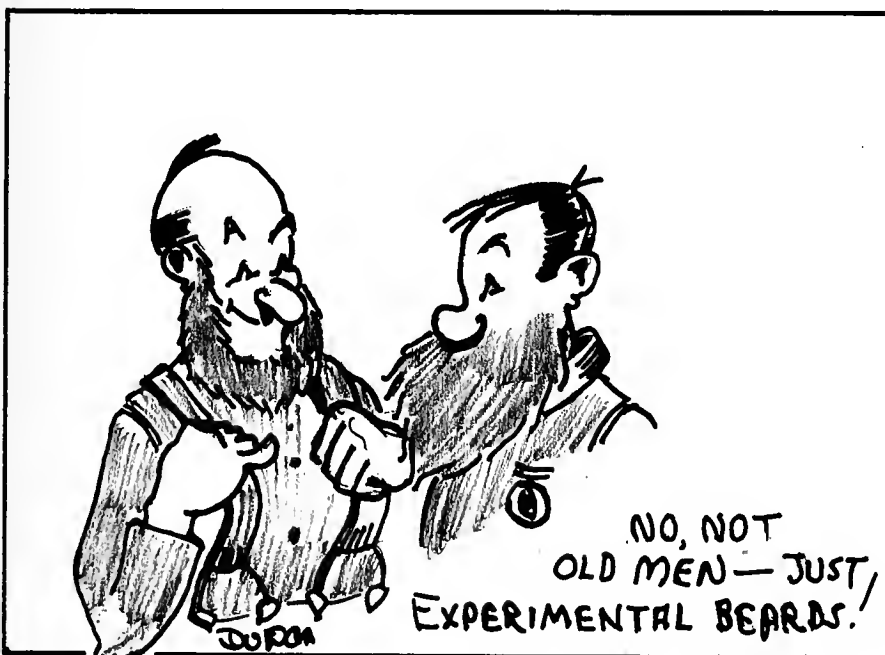
It is so little to ask that we make every part of the planes we build as perfect as human beings can make them, because our friends and loved ones are giving their all--their lives--for us on the battle lines.

If we are to have protection today and progress tomorrow we must have planes built that will reach new sky ceilings and stay there, to take and give plenty of fight. Since it will take the supremacy of the air to win this war, America and the United Nations must have the freedom of the skies and once we have known this vast freedom, the airplane will be to the future generation what the automobile was to us after the first World War.

The airplane knows no boundary lines over sea or land. It erases time, distance and the barriers of man, beast and nature.

Let us realize that of all the achievements of man the airplane promises PEACE. So let every one work with all his might so that we may do our share to "KEEP 'EM FLYING"--so that the "EAGLES OF WAR" may in the end become the "DOVES OF PEACE."

BY IRENE TRAVIS



from EMIL MAGDICK

SHEET SHAV

It seems that Sheet Metal was almost too quiet for a month--then MAGDICK and PINNEY blew back in. We'd noticed a sudden calm when they left, and we got used to it. Peace--it was wonderful. The boys say they went home to fatten up on Ma's cooking. It wasn't Mac's fault that he didn't gain weight on it. Anyway, Sam says he lost the pounds running after the redhead who came back on the same train. Which doesn't explain where Sam lost his. Perhaps the dozen post cards we didn't get were to blame.

They tell me a bride gets best wishes and a bridegroom gets the congratulations. It's supposed to show how lucky a man is to land a better half. Well, in the recent MURRAY-LOVELL marriage, we want to congratulate the bride also. Because we like Maynard, we think Montie is lucky too. And they surely have the best wishes of the entire plant. We are all invited up to breakfast as soon as they set up housekeeping. We'll all come, even if they don't guarantee sugar in our coffee.

One long unseen face is back again. SACHS (called Yard-bird) is doing business at the old stand. Day work seems to have made a gentleman out of him, darn it. We liked him better as he was. Sorry to lose HELMER who in some ways is the despair of the second shift.

What have we here? Girls on the second shift, as I live and breathe. We have hardly gotten used to get-

METAL INGS

ting prints from DORIS DAVIS, and haven't yet accustomed ourselves to seeing MARY ECCHER count out parts in the dispatch crib. So we'll take another look to make sure we saw ELEANOR ADAMS inspecting manifold parts. The first girls really took a beating, but they kept their chins up and kept going. Nice work, girls. You'll have lots of company soon, I'm told.

I thought razor blade priorities might be at fault, but CRAMER informs me that the Experimental boys are going unshaven till the "Yipitee" is in the air. If he is any sample, the 'X' department must be a chamber of horrors. Especially with a few of the half inch haircuts the boys are sporting. On second thought, if my recollection of Johnny's 'pre-bush' face is correct----

If there are any old comic magazines lying around home, save them. Don't want to mention any names, but the riveter who brought all the available comics from Minnesota to San Diego when he returned from his month vacation would trade his right arm for a "Superman" he hasn't read. Tsch! Tsch! Well, that is the hard way to convince the draft board that he is not old enough.

Among other things, we thought a month vacation would get PINNEY out of practice. We were wrong, I guess. The 'ear flopping' that was going on the other night was an A-1 example of artistry.

Two days from the release of this issue of the Reporter, KENNY RUSH will be saying "Yes, dear" and mean-

I AM AN American

Perhaps the reason I am an American is contained in the fact that I believe in my country, that I have faith in the fineness of men and women; that I know most of them--when put to the test--will rise to great heights of personal sacrifice for the benefit of the whole and that, properly approached, they will take care of each other in national calamities, regardless of class, creed or color.

I have faith in the government of the United States; maybe it is slow to function but it is sure to function. I have faith in people and I know, in spite of individual beliefs, that they love their brothers and that those who are on safe soil will reach out helping hands to those who are in danger. It has been said that self-preservation is the first law of nature, but people are learning rapidly today that to preserve self best one must help preserve others. There can be no preservation of self for any man who hoards when others are hurt.

And I am an American because I know that those who are too selfish to think of the welfare of their fellow-men are exceptions and that even the exceptions are fast learning that the most successful selfishness is that which is wise enough to sustain its possessor, by forcing him to give his energy to help sustain those who are in need.

My message, as small as it may be, as confined as it may be, is one that is filled with a plea to those who are strong to hear the cries of those who are not, and one that is filled with cheer for those who are discouraged to take heart, and a promise that their cries shall be heard. Be an American and buy war bonds. Help win the War.

BY JOHN RODGERS

ing it. Ah, me, 'tis June and that rings in weddings for other people. I'm going to propose in a blackout when we get one. Maybe she will accept thinking it is someone else. Seriously, the very best to Mr. and Mrs. Rush. They are swell people.

Someone ought to tell HILL and SACHS that a good summer tan can't be acquired in one day. Also that the sun doesn't have to be shining brightly to burn. There are two redskins in sheet metal who will think twice before staying in the sun all day again. And speaking of tans, KENNEDY and MATTSON are prepared to prove that once they were white men. Sa' help me.

One of the manifold inspectors zipped when he should have zagged during our recent air raid drill. Forgetting the presence of the fairer sex, ROSEN opened his mouth when all was quiet and promptly put both feet in it. (No small feet.)

With which corn I'll secure for this issue.

"X" MARKS THE SPOT

BY DANIEL B. BURNETT JR.

Well, here we are again, after missing the last issue:

No we don't have to say, "It won't be long now," any more. The first unit is on its way, with No. 2 close behind and No. 3 is in the jig. Not bad, and all in a period of fifteen weeks; setting up a plant, templates, jigs, fixtures and changes. Not to mention training a crew. So this time I would like to cast orchids to my own boys and girls for the fine cooperation and the extra fine workmanship throughout, with the very minimum of errors. Watch us grow! Cheerio --

SLIM'S PICKIN'S cont.

"DOC" COVEY who wears the smallest shoes in the plant and is barely able to peep out over them, working beside WALT JUHL who is so tall he seldom sees his shoes. GENEVA GRAY's gorgeous brunette sister, MARY LYNN, now working in the Tabulating Department. Wow!

We are very to hear that SUE ZINN, the editor's assistant, is leaving us. (Slim, so help me that is just exactly how you wrote it and I didn't know the proper word to fill in --Sue.) She has been a great help to all of the contributors and the editor. In fact, she's corrected my spelling so beautifully at times that it would give you the impression that I'm a university man. Thanks, Sue, and Good Luck. Don't forget to come see us when you can.

May 30, 1942

TO WHOM IT MAY CONCERN:

(the car with the Louisiana license plate)

We wish to take this opportunity--our only possible means of reciprocation aside from our willingness to defend our shores to the best of our ability--to express our deep appreciation for your thoughtful gesture in giving us those cigarettes.

It's needless to further express our feelings. Therefore, in all its simplicity, but with a multitude of meaning--"We thank you."

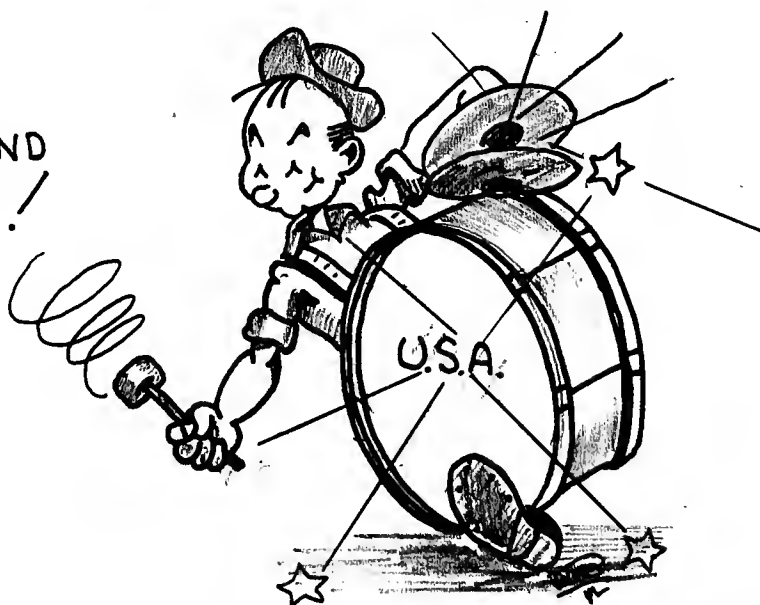
Members of the armed forces
"G" Battery--2nd Platoon

We see the little fellow is complaining that the income tax is whalloping him harder than a bass drum in a jam session. He will have plenty of company today when the big fellows become little fellows.

The new taxes take everything off the top like an Army hair clip. They also scrape the bottom of the barrel and take a generous bite out of the middle. It may be a tough fight, but the better the fight, the more you pay for the seat.

We pay and we fight because America is where we live. The United States is our home. Remember that Ingersoll said that a man will die for his home, but nobody ever sacrificed his life in defense of a boarding house.

DON'T
BEAT 'ROUND
THE BUSH!

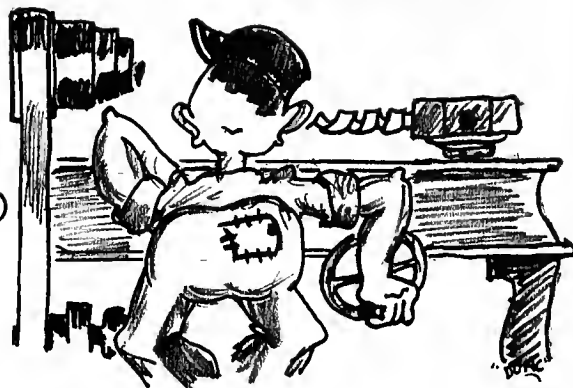


BUY YOUR
WAR BONDS
TODAY!

Our President who sanctioned the building of the Panama Canal will long be remembered. His recommendations made it possible for two convenient oceans to be linked together for the purpose of decreasing shipping mileage. Thousands of men were transported there for the purpose of assisting in the building of that great ditch.

All old timers agree that the climatic conditions, not to mention the scourges of various diseases, were simply...without a rival! However, it's interesting to note that we have working in our midst one who ran railroad engines on those famous diggings.

BY
DONALD
DUDLEY



MACHINE SHOP DUDS

In 1901 FRANK PAGE joined partnership with another young man and friendship ripened into lasting brotherhood. Today these two men remain staunch friends. Each day they witnessed the tragic scourge of malaria, yellow-fever and typhoid take its toll of men who braved the swamps and lowlands. For a time they dropped over like flies, and, a home-loving individual, Frank's partner often talked about leaving.

Finally the day arrived when they were fortunate enough to work passage on a ship that later docked at New Orleans. The United States never looked so good before as it did at that moment, he states. However, any soil within the boundries of the country would have been a remarkable treat for hungry, homesick hearts, he reflects.

From that period on Page has worked hard at the machinist trade. Indeed, he is proud of the fact that during ripe and lean years it has earned for him and for his family a lively livelihood. (Thus the thermometer of understanding continues to mount...for a trade is a noble accomplishment...something worth while...something to completely master.)

* V * V *

We further report that one of our lathe operators has lately been spending a busy life. Citizens of National City know ELMER L. CALKINS as one of their air raid wardens.

But as chance would have it, your shop-worn reporter knows Elmer to be interested in other noteworthy undertakings as well. During one of his rush moments he suddenly withdrew a card from his wallet and without wasting a single motion laid it upon the cover of his tool box. At the top was inscribed the following:

Quote--Boy Scouts of America. This is to certify that Elmer L. Calkins, has duly qualified....as assistant Scoutmaster...Character and Citizenship--Unquote.

Indeed it is most gratifying to realize that many of the Ryan employees are making a good showing for not a few are measuring up to their various responsibilities in every respect. All who do are to be complimented and congratulated.

* V * V *

Infrequently we hear about people falling upstairs, receiving black eyes and slipping on

banana peelings, but MARY TRIMBLE takes first prize for receiving the freakiest wound of all ...it was not during "air raid drill." However, she was stabbed by a freshly sharpened pencil! Thus she dared to be different, although without being romantic.

Returning from the sharpener and after taking her usual position at the bench she held the pencil upright with the eraser resting on the top of the inspection table. She was not thinking about much except her future when she chanced to press too hard on the point with the palm of her right hand. Suddenly she felt a prick of pain! Instantly the point broke...ask Doc...he did the patching.

* V * V *

The "Morale Builder" in manifold inspection seems to be having a tough time. Lately she has been teaching many dubious old-timers just what efficiency actually means! From her purse she extracted something that resembled a tiny vial. Suddenly she dexterously twisted her wrist and applied the tip to her lips.

(continued on page 30)

— IDLE HOURS —

by John Rodgers

Success in life is measured by assets; failure is measured by liabilities. No man can be entirely successful or a complete failure. Often a man who possesses a million dollars is overburdened with vicious and worthless acquaintances, liabilities that run his life into the red. And many who lack money are enriched by the possession of high calibre, worthwhile individuals as friends who keep their lives on the right side of the ledger.

Association is a powerful influence for good or bad in our lives. It is something that either raises us or knocks us down. It can be either constructive or destructive. An acquaintance who does not add something of value to our treasure chest is a liability that tears with harmful fingers at the foundation of success.

Many lives have been ruined by idle hours spent in idle gossip with idle people. It is appalling the manner in which some of us permit ourselves to be robbed of prosperity by associations that offer us nothing more than uninteresting, empty conversation. It would be well if all of us would take stock of ourselves once in a while. When we do that we always offer us no strength, but who succeed, rather, in weakening the entire moral fibre of our character.

Remember that a motor never runs smoothly when the energy from the battery is forced to pass through loose connections.

MEET AL GEE cont.

border. To be a success in this type of work, one must be able to "roam with the Romans." In other words, the man you want might be reported working as a lineman on a certain high-line job. In order to be near him long enough to prove that he is THE one you want, you just go to work as a lineman. Of course, you probably don't know much about lineman work, but if you don't have too many 90-foot poles to climb when you start, you can make out, with a little luck. However you had one consolation; your next assignment might be something different—a dive below the border or a suspect in the big timber up north.

After several years of this type of work, Al noticed that the up-and-coming aircraft industry offered an excellent field for this type of experience. To better fit himself for this position, he spent two years at Consolidated becoming familiar with the work in every department by actual experience. When he conducts an investigation in the plant that might center around machinery such as a punch press, or a rivet gun, he knows what they are and how to use them.

Al knows that few, if any, have ever reached perfection. But that does not keep him from trying, and with that in mind he has attended many police and law enforcement schools covering many subjects. He has been taught

by the F.B.I. to be observant and thorough in every case, and you may see him for 24 hours consecutively "checking every angle."

Al came to Ryan in 1939 as chief of plant police, and about a year ago, he was appointed chief of plant protection. He takes his responsibility very seriously. Plant protection is a comparatively new field and each situation must be worked out from every angle so that our system will be one of the best. Al has never been satisfied with half measures and, in order to develop an unsurpassed organization, he studied other companies' methods in visits to various plants and, coupled with his own experience, established a system that is definitely on top. Our plant is inspected by government officials for efficiency and good working order and is rated by them as one of the best.

A JOURNEY OF A
THOUSAND MILES STARTS
WITH A *Single* STEP

In 1940 and 1941 Al received training at a special school established by the F.B.I. in San Diego, studying everything from use

of pistols to counter-espionage and anti-sabotage. Many of the things he learned had to be revised by his own judgment to meet new wartime conditions, and he has been obviously successful.

Speaking of success, Al attributed his to the cooperation between his fellow workers and the management. He wants 'all to know' that the Plant Protection Department is there for the benefit of all employees. Any problem they may have in regard to their protection, legal or personal, should be taken to Al and his associates and everyone should feel that Al is there to help them.

Here's something about which you might congratulate Al. He has always wanted to be a member of the Elks' Lodge and on May 28th he was initiated. He was as pleased as a man with a new set of tires! (Almost.)

If your friend--the one that asked you about Al in the first place, remember?--is still conscious after this outburst, you might go on to say that before the war, Al's motto, and he tried to have his men live up to it, was "Keep the eyes and ears open, the mouth closed." During these times you'll have to admit that that is a darned good motto to follow.

Protection in these times is quite a problem---but problems can be solved, and Al and his co-workers are helping to solve ours. We can all help the wartime problem of proper plant protection by cooperating fully with Al Gee and his men. You'll find them okey guys!

OUR COMMON ENEMY . . . One of the most destructive attacks made on our nation last year was not made by a foreign enemy. But this attack did kill or disable every fourteenth person in the United States. It took the lives of 47,000 workers vitally needed to produce the war weapons upon which victory depends--and injured hundreds of thousands more. Accidents, our common enemy, cost 460,000,000 man-days in 1941, equivalent to the time needed to build sixty-six battleships. And under war pressures, the lost-time accident rate is rising continuously. With the fate of the world at stake, this needless waste in manpower must be curbed.

WAR ON ACCIDENTS . . . In response to President Roosevelt's appeal, a group of business leaders and industrialists have launched a campaign to combat this inside enemy of war production.

Donald Nelson hails this accident-prevention program as "An inherent part of our over-all effort directed toward maximum war production....The cooperation of thousands of volunteer groups in all parts of the country is now needed to halt the mounting drain on our war effort."

EVERYBODY'S FIGHT . . . America needs all-out war production to win the war. And to get all-out production we must conserve our vital manpower. Industry is taking the lead....and you, watchful for the rising crescendo of offensive by the United Nations, will want to understand the compelling purpose of this new action on the home front.

The "War Production Fund to Conserve Manpower" and the Blue Network will bring

"MEN, MACHINES AND VICTORY"

into your home each Friday night....powerful, dramatic, informative broadcasts which will take you behind the scenes in this important war campaign. LISTEN FOR THEM!

Here's a thought--- What about it?

The plant suggestion system has yielded a noteworthy plan to boost the sale of war stamps that, with slight modification, would prove a boon to the war effort.

The Ryan Worker proposed that the company pay all bonuses in war stamps, an admirable suggestion but one that cannot be put into practice inasmuch as it is not within the province of the employer to force acquisition of stamps in this manner.

However, the idea leads naturally to another suggestion that can be affected with no trouble at all. Why not voluntarily convert all your bonus payments into war stamps, building up an investment in your own future as well as that of the country and the way of life you want to see preserved?

Suddenly the silent messenger smartly turned about and he instantly gave the woman a well-meaning look of recognition. Into his eyes there flashed a certain glance which made her think that sometime in the past she had either chanced to encounter or else had known this individual wearing the uniform of a Japanese officer. About this feature she was most certain. Then he hurriedly departed.

A crafty look stole into the General's eyes. "Madam," he smiled, "you have one final choice. Should you refuse to accept my hospitality... it will mean the firing squad in the morning!"

For a brief span a torrent of imprisoned, hateful passion rose from the woman's heart. Finally, with a tremendous effort of self control she resolved to continue playing the game. She must be crafty, cruel and cunning, she realized.

"Well, if that's it," she whispered slowly. "But you must give me time." Her smile was without warmth. There was no fire in her tone--instead, came the hiss of a Cobra! When she finally forced a glow to her cheeks, the General smiled savagely to himself.

"My residence is merely beyond the fringe of palms."

Those dreadful words cut her like the blade of a knife. It had been her former home during far better days prior to the invasion. And to her mind there rose a picture of her husband who commanded a garrison of defenders kissing her his last farewell. The ice of this thought put into her heart a stone and tempered her nerves.

"Now," insisted the woman dangerously, "while I'm in the mood."

"Indeed! I'm glad you see things my way. It's best."

As the General rose he laughed half insanely. Turning, he led the way toward the door. When his back was turned the woman adroitly snatched the long-bladed letter opener from the desk. In a moment she concealed the weapon and apparently followed meekly.

Soon they were wending their way beneath tall palms. And the moon cast brilliant shadows across the path--the path she knew so well.

In a short time she staggered and whispered: "Please, let me sit here and rest a moment?" Then she assumed a pleading tone,-- "The moon is so beautiful tonight."

Without waiting for confirmation she flung herself down. Then she leaned wearily against the rough trunk of the palm tree. As she

suspected, he did likewise. When he leaned closer it seemed as though his breath singed her cheek like the flame tapering from a welding torch. Almost impulsively, he pulled her closer.

Into her heart there came a feeling of gladness. This was the exact moment she had prayed for. In a second her right hand closed over the hilt of the letter opener! Silently she prayed for a man's strength.

Poised and ready, she only awaited the proper split second for the plunge when suddenly the General clutched at her desperately. His eyes turned upward and he gave one heavy breath of agony--then gradually relaxed. A moment later he slumped to the ground--dead! Indeed, it seemed a miracle had occurred.

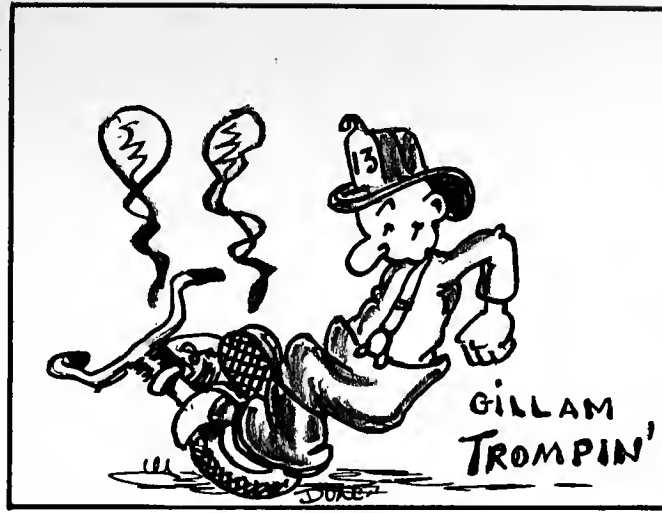
Without warning a masculine hand grasped her gently but firmly around the wrist. Then a voice whispered:

"Be my friend. Have no fear. I'm your former house-boy. I'm no vile Japanese; I am good soldier for Filipino. Many countrymen steal uniforms; Japanese not know difference. I follow and kill General. Now I lead you to mountains. You find many friends...some-day boat will come. Follow me."

For a moment she looked at him oddly, but with complete understanding. Then with a supreme effort of self control she decided to follow her faithful house-boy. Many dangerous miles yet lay ahead she sensed, thinking about the fate of all the poor devils left behind. Ahead wended the path of freedom. Could she live to make it? She wondered.



WIN ALDERSON'S



MACHINE SHOP SECOND SHIFT

First, the second shift owes the first shift a vote of thanks for dusting off the under sides of the benches for the air raid shelter practice. The only objectionable feature we could find in this first drill was that some of the benches were not quite large enough to house the heavier boys. ROY HEDBERG and EGGIE LEACH managed to get under their benches alright, but when the all clear signal blew, it looked for a while as though we were going to have to leave them there.

Do you remember what happened to the fellow who took his sister to the stag party? Well, this Ryanette invasion of the second shift brings that to mind, only we can't locate the responsible party. The only damage that can be accurately estimated at this early date is a severe crippling of good old English expressions that cannot be enumerated here. But meet the girls.

MARY ECCCKER, lovely addition to the production sheet metal crib, says that she just can't get used to so many men, and this includes CHRIS MUELLER. Anyway her big brother meets her every night after work and escorts her home.

You boys can take those pictures out of your tool boxes now. You won't need them any more.

DORIS DAVIS has proven a delightful addition to the central print files. "RIPPO" REED blushes every time he opens his mouth and KENNY RUSH is sporting a new checkerboard vest.

EVELYN "KATRINKA" LEWIS has the boys in the small parts inspection crib constantly on a language alert. Her thumb is still out of a cast, but if she continues to put a four foot swing behind her hammer when she stamps parts, I can prophesy troubles. Some of you bumpers might get a few pointers here.

ELEANOR ADAMS, recently from International Harvester, has become an inspectorette in the manifold department. Her job is to keep the welders busy filling pin holes that she points out with a red pencil. She says that she could fall back on lipstick if she ever ran out of lead.

DICK GILLAM, assistant fire chief, recently demonstrated his adaptability for his position. His motorcycle backfired and ignited his carburetor and floorboards. He stamped out the fire on the floor boards,

then calmly started the motor. This sucked the fire in and put it out. (Do I make myself clear?) Just a trifle in a day's work for Dick.

JOHN VAN DER LINDE is enthusiastically in favor of starting a ship building business. He says that the Japs are soon going to need glass bottom boats in order to review their navy.

MAYNARD LOVELL still says that those things under his eyes are 'bundles for Britain'. He was recently married to lovely Montana Murray and is now spending his honeymoon touring San Diego. He has hopes of finding an apartment.

SAMMY SALLA, manifold, is the world's best-natured man. Thursday evening he let a soldier friend use his motorcycle. It was returned to him minus the right side. DOC MUL-LINS had that on his front bumper. Friday evening AL WEBBER wanted to use the motor for a little spin. He lost the left side on a lumber pile. Saturday evening Sammy rode up, smiling as usual, and asked if anyone wanted to take a little ride on his motorcycle. What motorcycle, Sammy?

SLIM COATS, that quiet boy over in manifold, says that "It sure is funny what extremes some people will go to in order to eat. Take me, for instance, I'm working."

Did you know that GEORGE OSTER, BUD DILLON and "MOOSE" STEWART went fishing at Moreno Dam and returned with three limits? They made their catch within two hours of their arrival and slept the rest of the day in their boats. Stewart's face

(continued on page 27)

HAVE YOU A RELATIVE FIGHTING ABROAD ?

Have you a father, son, brother or husband fighting outside this country with the Army, Navy or Marines?

If so would you like to send a message to this relative at the front via short-wave radio?

The Radio Department of the Aeronautical Chamber of Commerce of America is completing arrangements now whereby a number of those employed in aircraft plants may participate in a series of broadcasts to the armed forces abroad.

Messages should be fairly brief but should contain information about family and community affairs at home, interesting information about the persons involved, etc. These "letters from home" will be sent out over American short wave stations to all parts of the world where our armed forces are serving.

If you have a message which you would like to send over one of these broadcasts, get in touch with Bill Wagner.

NEWS 'N VIEWS *by dick gillam*

Howdy, folks: Well, it looks like we're back in the saddle again, and thanks a lot for all the nice things that have been said about this column. It's a pleasure to write when I have time, so chin up, grin and bear it and we'll go into a little pro-American propaganda.

Our old friend DAPPER DAN, who has been working across the field on the experimental job, has promised not to shave his beard until his ship takes off. Well, here's wishing you luck, Dan, and we hope that your beard doesn't get so long that you have to braid it.

If CURLY HOERMANN ain't careful he'll have to borrow money next year to pay his income taxes.

C. JARVIE says the only way to drink beer is to get a flower vase or a cake mixing bowl, fill it up to the brim, start drinking and let it run. Well, Jarvie ought to know.

SLIM COATS has no room to talk about Texas. From what I hear that place he hailed from ain't no paradise. Came through Wyoming once, and where anybody can get the handle of cowboy from there is by me.

Coming events are casting their shadows. The day shift drop hammer gang is planning another picnic at Flinn Springs, 20 miles east of San Diego on highway 80, to be held the last Sunday in June. The picnic is for both the

1st and 2nd shifts. The last one they had was a hum-dinger, so don't forget, fellows, if you care to go be sure to see EARL ATKINSON of the day shift planishing department. All you have to do is bring your lunch. There will be plenty of refreshments out there for kids and grown folks alike.

Why don't some of you day shift men chip in and buy Louie a new hat. That thing he's wearing for a fedora wouldn't look good on a jackass.

LITTLE JOE SKAINS has no sense of humor. If you don't think so, pay him a visit some morning about three o'clock and ask him if he has any beer in the ice box.

PARROTT ought to build a fence around that Plymouth of his. While going home last week with his back seat loaded with valuable defense workers, he stopped for a red light but the man in back of him evidently did not see Parrott signal and ran smack dab into the back of him. A. BOLGER, who was one of the passengers in Mr. Parrott's car tells his story

THE MORE A MAN KNOWS....
THE MORE HE REALIZES
THAT HIS IGNORANCE IS BOUNDLESS

and I quote; "I'm setting in the back of Mr. Parrott's car and I'm smoking my rum and maple when all of a sudden we see a red light. Everything is peaceful when "boom!", we
(continued on page 29)

BUY
BONDS



WINGS
OVER

PACIFIC!

PROVIDE THEM WITH
AMMUNITION!

MACHINE SHOP SECOND SHIFT cont.

looked like a talcum powder ad, and Oster still has blisters on his lips. Something fishy here.

It isn't so strange that we let the big things in life go by and concentrate our interests on the little ones. If you have ever seen GENEVA GRAY, night tabulating, you know what I mean.

O. G. ROMIG has asked to be remembered to all his friends here at the plant. His "Stone Age Ranch", just beyond Fallbrook, is a dream home and well worth a trip. You might be lucky like I was and get in on some of Mrs. Romig's fried chicken.

Well, as Clarence Hunt says after five or six hours overtime, "Nuff snuff. Becienya."

TIME STUDY

BY CHAS. W. BROWN

Well, fellows, here goes the first edition of the grand old Timestudy department. We know that most of you are familiar with the boys of the stopwatch and large cards. Yes, that is the badge of our job, for where we go so goes the clock.

For this time in the news I think that I should give you an idea of who the running gears of our particular group are. First there is M. M. CLANCY. Yes, he holds numerous titles as you all know--Safety Engineer, Methods Engineer, Golfer, Sportsman--well, I think I'll let the rest of it rest, but as you know from your contacts with him in the plant, he's one fine fellow.

Next in line is that chubby little rascal, the old maestro of the machine shop, F. P. TARRY, leadman. If you need time, want time, or just have time, call on Tarry. If he can't get it no one else can.

SLIM COLVIN doesn't reach the plant very often, but most of you know him from manifold. He's the boy who applies your time. His helper DEL is quite a singer, and if anyone has a baby (yes, I mean infant) ask Del to come over and sing "Ollie, Ollie Olsen."

Well, here's a quick summary on the rest of us. CHARLIE PARNELL, small parts and machine shop or wherever needed is one of the old hot lick drummer boys. HANSEN, or JERRY to you, drop hammer, is another musician--saxophone. MAJORS takes care of finishing and helps in the drop hammer. If you need a shirt ask Majors for it and you'll get his.

Next in line is BILL MUNSON who handles wing assembly and sheetmetal. If you want a picture drawn ask Bill. WALKER and OLSEN, both nice young fellows, handle Manifold. I can't give you anything on Olsen, but Walker takes bets on any prize fight, being pretty good with the gloves himself. Don't say I didn't warn you.

MCQUILLEN on the second shift seems to be kinda busy with the welders over in manifold. That is if he's not thinking of the show he saw that afternoon. As for me, I'm kinda here, there and everywhere. That is when I get enough sleep. Nough sed.

Later on I'll try to give you an introduction to the rest of the department. But seriously, I hope you all can understand us and get to know us better. We're here to try to help you and have you help us. We really have received fine cooperation from each and everyone of you and hope that you can say the same about us. So, for now, let's all get in and pitch as we've got a job to do, and we know we're going to do it. Let's keep 'em rolling faster and better.

More next time if you don't run me off the paper.

-- RANDOM NOTES --

Just a few little items that have come to the attention of my typewriter since I sent (cont. on page 30)

G A S A R C

by W.R. TRUCKEY

"There's so much bad in the best of us, and so much good in the worst of us, that it little behooves any of us to talk about the rest of us."

If any of you people would like to know how some of the welders spend their free time, take a look in at the Bostonia dance hall on a Saturday night. According to HARRY "BUTZY" FERRIS, some of the gang sure take the place over. BOB BOOTH and wife, along with FERRIS and his better half were part of the Ryan crowd out there last week. Be careful of your wives out there, boys.

ROBERT "PAPPY" CLARK, to my surprise, turns out to be "From Texas". Twenty years ago Pappy and his young bride settled in El Centro where he served three years apprenticeship as a welder. In 1926 they moved to Holtville, California where Pappy worked in a large repair shop doing all sorts of welding. 1936 found him in the Ryan employment office.

Being a metalsmith, he was hired and went to work for ED MORROW as a metal fitter. When

Ryan started to build the S-C monoplane. Pappy says he built the first part for it by hand and used a blueprint to lay it on to get the right size. In January, 1942, he was made one of Department E's leadmen, a job he well deserves.

Pappy's son R.J., 16 years old, is a model boat builder and has entered many local pond boat races. Floyd, 7, helps his mother gather eggs and, says Pappy, "The hens sure have upped production the last few weeks." He says he sure was glad he wasn't raising ducks--they'd probably be "laying down on the job."

Was sure glad to hear about the increase in bond allotments. I'm proud to say that Department E is up to about 80%. When we hit 100% I'm sure going to let everyone know. I'll make a big sign and hang it where everyone can see it. So come on, all you other departments, let's see who'll be the first to be able to put one up.

Well, gang, with me in my arc booth all day, I don't get much of a chance to hear the latest gossip so how about bringing me a few choice morsels so we can have a real column. All news received will be appreciated and I won't give anyone away no matter how much the victim hollers.

That's GOLD

in Them That Floors

BY M. M. CLANCY

Many years ago a jeweler in Cincinnati started a little plant which manufactured jewelry. Under good management, the business grew until he had quite a large staff of workers and machinery cutting, shaping, engraving and polishing bits of gold into jewelry.

A few months ago, the company felt the need of moving into larger quarters. Came moving time, and some one bobbed up with a bright suggestion: "Let's take up these wooden floors burn the boards, and extract the gold that's been ground into them all these years."

To make a long story short, the management did take up the floors and burn them. And they salvaged enough gold which had been tramped and ground into those floors speck by speck to pay all the moving costs and then some.

There's gold in the floor of every plant in this country, too--not the precious yellow

metal, but the gold of the cost sheet. And the way to get it out is to see that those floors are kept clean and orderly and floor space is properly used.

If the floor is littered with dirt, our men won't take pride in their jobs. Besides, dirt on the floor frequently causes trouble. If there are piles of material which the men have to walk around, if there are machines without sufficient clearance, that's another chance to save the gold in the cost sheet.

Look over your floors!

1. See that they are clean. If there is ANY DIRT on them, they are not clean. They are either CLEAN or DIRTY.

2. See that aiseways are clearly marked, and all materials in process are neatly and conveniently piled.



Well, E. A. MOORE, you win another nickel, cause here we go again. Further enlightenment of aforesaid statement will have to come from him cause are our faces "RED"!

The stork certainly has been busy around here. Cigars have been plentiful--too much so, if you ask us! JOE JOHNSON, better known as "Pappy", was presented with a six-pound baby girl. Congrats to "mommy" and "pappy" Johnson. We have been wondering why he's had that married look and we thought the Fuse-lages had pulled a boner.

"Buck" has arrived in the home of MR. and MRS. PRICE ALLRED of Material Planning. Thought sure that the first father fatality was about to happen in that home. "Buck" weighed all of seven pounds--and what a chest expansion "Pa" has developed.

It's been a long time since we have welcomed all the new girls into our midst but there are so many, we have been forced to discontinue the monthly luncheons, but a few girls get together now and then. Especially on "Payday".

Glad to have all the new girls with us. The more the merrier.

JEANNE STUTZ left very hurriedly the other day for San Francisco to see her husband off to parts unknown. Speaking of our cute little Jeanne, we omitted her from the list of girls who attended Mildred Alkire's (Now Lantz) shower. So sorry, Jeanne.

From operator #19, we hear that the HARRY KISTER's are expecting the stork. Good golly, what a scoop!

We are wondering what the big occasion was at Purchasing to bring all the girls to Bernadini's for luncheon the other day?

Glad to see ALICE MARCOUX back with us again after her illness. GENEVA GRAY is a very sick little girl. Hurry up and come back, Geneva.

Vacation time is here and MARY FREEL starts off for a two weeks motor trip to Indiana with her mother. What a break!

Well, here we are run down like Tom's alarm clock at 5:30 A.M. on any morning, so 'bye for now and see you later.

NEWS 'N VIEWS cont.

are rammed from the rear. There is so much metal flying around I can hardly find my own lunch pail." end of quote.

R. SPIKING just bought himself a 1941 Plymouth Coupe. Spike says it's like riding on a cloud compared to the Ford. Well, what wouldn't be compared to a Ford?

Speaking of riding the clouds have you noticed those little P-39s cloud hopping over the field? Now there's something to write home about. When they're up in the sky, they remind you of those pesky mosquitoes on a hot summer night, and when they dive at the field they look like a covey of quail that have just been flushed. It shouldn't take very many of these to give Japan some restless summer nights, I hope.

ED HERRIN has just swapped places with L. HARRINGTON to come on the second shift. There's only one thing he can do to better himself now and that's to get back on the day shift. No

kidding, Ed, we're more than glad to have you with us, but stay away from that old salt, BILL EVERLY, or he'll sell you a scuttled fishing boat.

Something new has been added to the second shift and we find that there are two girls working as timekeepers. Come now, MAYNARD LOVELL, where are the rest of them?

The second shift drop hammer bowling teams turned out to be a wood chopping contest. Anyway, it was lots of fun and CHARLIE CARLSON won the grand prize and bought the boys ice cream.

Congratulations are in order for MAYNARD LOVELL who was just married, and to FRENCHY FOUSHEE who will be married to MISS GENEVA GRAY by the time this issue goes to press, so here's loads of luck and happiness to both newlyweds. Roses are red, violets are blue, sugar is sweet, remember.

Buy more bonds and I'll see you later.

MACHINE SHOP DUDS cont.

Without wasting another precious moment she marked N.G. in bold red letters on the piece she was inspecting. While one hand was unconsciously returning the marker to its accustomed place of security the other firmly grasped another sand-blasted manifold section. Is it any wonder many of us astonishingly admired her amazing degree of skill intermingled with efficiency? It was a big blow indeed.

Lately many feminine hands have been eating an apple a day...to keep something away, we presumed. But EILEEN JOYNER took another bite then sighed profoundly and said:

"With the welderettes help...it keeps the Japs away!"

Not so very long ago many carcasses were culls. Today any old thing is called a TIRE. Such was the dreadful situation KELLEY found when searching desperately for something that resembled rubber to use on his barren trailer wheels.

Have we fallen into the serious habit of thinking in terms of man-hours instead of con-

NUTS, BOLTS & RIVETS cont.

"I understand you are a deacon in the church and yet I find you in court charged with stealing chickens. What have you to say about this?"

"It's this way, judge," Mose answered. "When ah asks de Lawd to send me a chicken, ah hardly ever gits one. But does I ask de Lawd to send me after a chicken, ah always gets me one."

"Am I good enough for you?" sighed the young man.

"No," said the girl candidly, "You're not; but you're too good for any other girl."

He: Do you believe in love at first sight?
She: Well, I think it saves a lot of time.

Horace Greely said, "Go West young man." It took Jimmy Doolittle a little while to get to it but he sure did.

I guess the day of slacks is over. I saw a sign in a window down town that said--Ladies ready to wear dresses.

Come on you guys! Work hard and buy war bonds. You sure would look like hell eating spaghetti and sauerkraut with chop sticks.

sidering just how much work a certain man can produce "each hour of the day?" This feature was called to my attention by a Forest Service Supervisor and I pass it along for what it's worth.

It is rather refreshing to come in contact with someone who is always looking at the bright side of life and never kicking, crabbing and taking the general joy out of life.

Such a person is the file clerk in Inspection Crib 3--a happy and contented individual. Since she has been on the job no one can say she spreads anything but cheer. For in all of her opinions, her delightful honesty of speech sprinkled with complimentary wit merits consideration. And such a person is DOROTHY McADOW...at your service whenever blueprints or inspection tools are required.

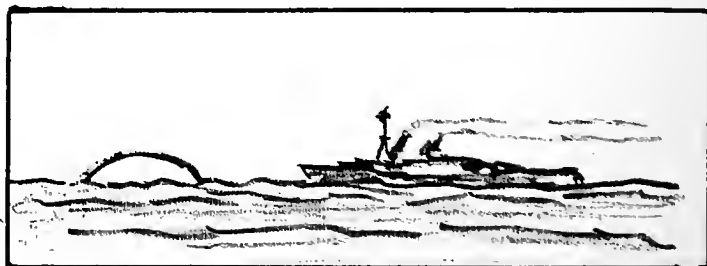
"At first," she states, "I had grave doubts about working in a factory. Being without experience in that direction, I was rather afraid. But since coming to Ryans, everyone has been so kind, respectful and considerate that it simply makes my heart overflow with joy because I'm able to be one of the bunch."

TIME STUDY cont.

the last note to the paper. It seems that these hyar female critters can rope in the best of them. We extend the congratulations of the Night Shift to MR. and MRS. MAYNARD LOVELL. We all wish them years of wedded bliss.

Speaking of ladies, the day shift has nothing on us. We are now blessed with the presence of four young ladies. I don't have the names, but will try to give them to you at a later date.

This evening was well spent watching SLIM COATS make up a list of the boys that we all knew and worked with, who are now serving their country in the armed forces. I think Slim deserves a big orchid for this interest in bringing to you this list. If he misses this issue you will all know why and forgive him this time--but don't let it happen again, Slim.



RYAN'S ARSENAL FOR DEMOCRACY

HERE at Ryan, in one of America's most modern aircraft factories (doubled in size several times in the last 18 months) some of the most noteworthy advancements in production methods to save vital time and increase efficiency have been developed. Here, long production lines of sleek metal planes are moving ever faster in supplying the world's finest training equipment for our Air Forces and our Allies. Here are fashioned in greatly increasing volume the exhaust manifolds that control the engine fire of our best bombers and fighters. Here Democracy is at work *day and night* to provide the tools with which to win our overwhelming victory. And if it takes more, we *can* and *will* put out more!



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